THE EVENING TELEGRAPH.

VOL. XIV—NO. 23. PHILADELPHIA, THURSDAY, JULY 28, 1870. DOUBLE SHEET—THREE CENTS.

FIRST EDITION

THE WAR IN EUROPE.

France on the Sea.

The Cherbourg Expedition.

Its Composition and Strength.

Eugenie as Regent.

A Sketch of Her Life.

England in the Fight.

Her Military and Naval Strength.

Disraeli and Gladstone.

Their Views on the Crisis.

EUGENIE, REGENT OF FRANCE.

The "August Spouse" of Napoleon Appointed to Administer the Affairs of the Empire During the Emperor's Absence with the Army—A Sketch of her Career.

On Friday last, the 22d inst., when the Corps Legislatif waited upon the Emperor of the French to announce the termination of its labors, and give a proof of its patriotism, President Schneider made an address, in the course which he said to Napoleon:—

> "Remit without uneasiness the regency to your august spouse. She will unite with the authority which her great qualities insure the force given by the liberal institutions inaugurated by you."

To which the Emperor, in the course of his reply, responded specially:—

> "I confide to you, in parting, the Empress, who will call you around her, should circumstances require. She knows how to fill courageously the duty which the position imposes."

Accordingly the *Journal Officiel* yesterday published a decree naming the Empress Regent during the absence of the Emperor from the capital, and for the second time the Countess of Teba is the nominal ruler of France.

The "august spouse" of Napoleon, Eugenie Marie de Guzman, Countess of Teba, by name, was born in Grenada (Andalusia), on the 5th of May, 1826, at which time her "august husband" had just entered upon his nineteenth year. Her mother was Donna Maria Manuela Kirkpatrick de Closeburn, Countess Dowager de Montijos, the eldest daughter of the Baron Grivegnee who had married William Kirkpatrick, English Consul at Malaga, the descendant of a Scotch Catholic family which had gone into exile upon the fall of the Stuarts. Her father, the Count de Montijos, was once an officer in the Spanish army, who was descended from the noble and ancient family of Porto-Carrero, emigrants from Genoa to Estremadura in the fourteenth century, and who by various alliances acquired the right of bearing the names of Guzman, Fernandez, Cordova, La Cerda, and Leira, and united the three titles of the first rank, Teba, Banos, and Mora; the first Count de Teba having been created by Ferdinand for valiant conduct before Granada in 1492, and his lineal descendant Palafox being commander of Saragossa in 1808-9. This high-bred grandee of Spain was also connected, more or less closely, with the houses of the Duke de Frias, representative of the ancient admirals of Castile, of the Duke de Fyars, and others of the highest rank, including sundry descendants of the Kings of Aragon. It is said that, upon opposition being made to his marriage with a Miss Kirkpatrick, the Scotch heralds produced such an overwhelming genealogy for the lady that Ferdinand VII exclaimed, after examining it:—"Let him marry the daughter of Fingal!" Eugenie was the second daughter of the Count de Montijos and Miss Kirkpatrick, her elder sister having married the Duke of Alba and Berwick, a lineal descendent of James II and Miss Churchill.

On the death of her father, which occurred when she was of a very tender age, her mother was left with a fortune adequate to the maintenance of the family position. She was accordingly educated alternately in England and in France, passing the greater part of her youth in travelling with her mother, under the title of the Countess de Teba. In 1851 she appeared in society in Paris, and became at once famous for her personal graces. At Compeigne the beautiful Spanish Countess was much distinguished by the admiration of the Emperor, and on the 22d of January, 1853, at a convocation of the Council of State, the Senate, and the Corps Legislatif at the Tuileries, he officially announced his intended marriage. Previous to that time the Emperor had contemplated a nuptial union with the Princess Carola Wasa of Sweden, but the higher northern powers of Europe exhibited so much opposition that this royal alliance was discreetly abandoned. It was not long after the abandonment of this scheme that he fell into the snares of Eugenie, and in his address on the occasion of the official announcement of his intended marriage he disclosed the motives which had led him to contract an alliance in opposition to the traditions of his country and Europe, as follows:—

> "The alliance which I contract is not in accordance with the traditional requirements of our national policy, and therein lies its advantage. France, by her successive revolutions, has been often abruptly separated from the rest of Europe; a wise government will seek to restore her to the pale of the ancient monarchies. But this result will be more certainly reached by a frank and straightforward policy, and by a loyal conduct, than by regal alliances, which create a false security and often substitute family interests for those of the nation. Moreover, the example of the past has implanted a superstition in the minds of the people. It cannot be forgotten that for seventy years foreign princesses have ascended the throne only to behold the race from which they sprung dispossessed by war or revolution. One woman alone seemed to bring happiness with her, and to live longer than the others in the memory of the people; and that woman, the amiable wife of General Bonaparte, was not of royal blood. * * * When, in the presence of Europe, a man is raised by force of a new principle to a height equal to that of the most ancient dynasty, it is not by seeking to give a character of antiquity to the escutcheon, and to introduce himself at every cost into a family that he consolidates his position. It is rather by ever remembering his origin, by maintaining his distinct character, and by adopting before the world the title of *Parvenu*—a glorious title when granted by the suffrages of a free people! Thus obliged to depart from established precedents, my marriage became a private affair, and nothing remained but the choice of the person. She who has become the object of my preference is of high birth. French by heart, by education, by the memory of the blood shed by her father in the cause of the Empire, she has, as a Spaniard, the advantage of having no family in France upon whom it would be necessary to bestow honors and dignities. Endowed with brilliant qualities of mind, she will be the ornament of the throne, of which in the hour of danger her courage will be a support. Catholic and pious, she will join me in the prayers that I address to Heaven for the happiness of France; gracious and good, she will, as I firmly hope, revive in the same position the virtues of the Empress Josephine. * * * In placing domestic happiness and the qualities of the heart above dynastic prejudices and the calculations of ambition, I shall not, I am sure, be less strong by being more free."

The civil marriage was celebrated on the 29th of January, 1853, at the Tuileries, and the religious ceremonial was solemnized the next day at Notre Dame, with all the pomp suited to the proud station to which the Countess de Teba was now elevated. The Municipal Commission of Paris voted the sum of 600,000 francs for a diamond necklace to be presented to her Majesty, but Eugenie refused the gift, with the request that the same might be employed for the benefit of the poor, and the money was appropriated to the foundation of an establishment for the professional education of poor young girls. Obedient to the regulations of etiquette of the court, the Empress took up her residence in the Palace of the Tuileries, in the midst of the ladies and dignitaries of different titles who compose her household. But she as well as the Emperor passed a great part of the year at the chateau of Saint Cloud. Biarritz has also been with her a favorite place of resort, whence she has frequently made excursions into Spain. The Empress has also accompanied the Emperor on many of his journeys throughout France, and was with him when he visited Queen Victoria at Windsor, in April, 1855.

On the 16th of March, 1856, the Empress gave birth to a son who is known by the title of the Prince Imperial. Paris was thrown into the wildest excitement by the event, and indulged in the most enthusiastic rejoicings over the birth of "that blessed baby," who now accompanies his father to the front, there to "learn in the midst of the army how to serve his country."

But the Empress has not led an altogether monotonous career as mistress of the Imperial household and leader of court fashions. Once before she was called temporarily to the head of the State. This was during the Italian war of independence, when the Emperor, on leaving Paris for the field, appointed her Regent, on May 3, 1859, a position which she continued to hold until the Emperor's return at the close of the conflict.

When the time for the grand inauguration] of the Suez Canal was approaching, last year, the Empress started on a journey to the East to be present on that occasion. But news of the serious illness of the Emperor recalled her when she had gone no further than Corsica, and she was compelled to return to the capital. The opening of the canal, however, was postponed from time to time, and when at last the event transpired, the Empress had had time to start again upon her journey, reaching Port Said on November 16, 1869, after having been the recipient, at Athens and Constantinople, of distinguished honors from the King of Greece and the Sultan of Turkey.

Eugenie is endowed with many admirable and attractive traits of character, which, aside from her exalted position, have rendered her a great favorite with people of all degrees. During the prevalence of the cholera in Paris, in October, 1865, she visited the hospitals in company with the Emperor, and by this brave and generous act elicited the applause of the whole world. Her education has been of a very thorough and varied character, being much superior to that generally bestowed upon Spanish women, even upon those in the highest ranks of life. But she is eminently conservative in her temperament, and her influence upon the Emperor at all times has been regarded as adverse to the cause of liberty and progress. She has been throughout a warm supporter of the Holy See, and to this fact, and the great weight she has carried with the Emperor, has been imputed, in great measure, the apparently retrograde policy which Napoleon has followed in his dealings with Italy and Rome.

GREAT BRITAIN.

The Probability of Her Participation in the Struggle—Her Military and Naval Strength.

The publication by the London *Times* of the proposed treaty for the aggrandizement of France at the expense of Belgium has aroused such universal indignation throughout England as to render the neutrality of that country in the pending struggle a matter of difficulty and doubt. The following facts concerning the army and navy of Great Britain will therefore be found interesting at this time:—

The British Army.

The total force of the army of Great Britain for the year 1869-70 was 127,336 men. This included 7578 commissioned officers, 13,398 non-commissioned officers, trumpeters, and drummers, and 106,490 rank and file. The officers of the staff and the departments numbered 875. The salaries of the officers are as follows:—The Field Marshal, general commanding (the Duke of Cambridge), receives $30,000. This is in addition to an annuity of $60,000 by reason of his dukedom. A general in command of an army gets $17,290; a general not in the field, $10,376; a lieutenant-general, $6915; a major-general, $3455; a brigadier-general, $2600; and colonel, $2075. Most of the general officers bear also the title of colonel of a regiment, from which they draw pay, though their duties are performed by a lieutenant-colonel. Many of those who have seen service have also a pension, annuity, or special allowance, so that the general pay is not so small as it might seem. The higher offices of the army are practically closed to all but members of the aristocratic families, who usually have besides other sources of revenue.

The forces of Great Britain in India during the same year were 63,707, of whom 3593 were commissioned officers, 5299 non-commissioned officers, and 54,812 rank and file.

Besides these two armies, provision has been made for four classes of reserves: the disembodied militia, numbering, it is stated, 128,971; the yeomanry cavalry of 15,455 men; the volunteers of 199,306, of whom 174,548 only are reckoned efficient; and the army reserve, including enrolled pensioners, the number of whom is not known.

The allowance for army expenses for the year was $71,152,000, which was divided as usual into four parts for the following purposes:—One part of $39,428,500 for the expense of the regular forces; another part of $7,686,000 for the pay and allowance of the four classes of reserves mentioned above; another of $13,123,500 for effective services, the necessary stores, ammunition, military education, military surveys, etc., and a fourth part of $10,914,000 for non-effective services, such as rewards for distinguished services, pay of general officers, retired, full and half-pay pensions, etc.

The British Navy.

The navy of Great Britain, like its army, is encumbered with a heavy burden of superannuated and retired officers who are upon the pay rolls, and who add largely to the cost of the department without contributing at all to its efficiency. There are now in the British navy three admirals of the fleet, all past service; twenty admirals, of whom only two are in commission; twenty-four vice-admirals, of whom six only are in commission; and forty-eight rear-admirals, of whom six also are in commission. The amount of appropriation for this non-effective service was $7,582,625. During the year 160 ships of all sizes were in commission for foreign service, and 121 for coast-guard, duty on home stations, and service as receiving ships, tenders, and tugs. There were besides these 349 ships in reserve or building, very few of which, however, could be put into service without much delay, and many of which were nearly worthless. The manning force of the fleet was 33,644 sailors, officers, and men, 6455 boys, and 6988 marines, making a total complement of 47,097. In September, 1869, the iron-clad fleet consisted of 29 completed steamships, all in commission, and 14 in process of building, several having since been completed and put in commission. The entire cost of these 43 iron-clads will reach about $53,500,000. Several of them are very formidable vessels. The Monarch is one of the latest and most costly, having cost over $1,900,000. She is one of the finest armored ships afloat, is of iron throughout, carries seven guns, and is very fast. Her engines are of 1100 horse power. The appropriation for the navy for the year was $49,983,205.

Great Britain's Strength and Weakness.

Notwithstanding the above showing, England would enter upon the conflict practically too weak to affect materially the fortunes of the war on land at the outset. Her formidable navy would neutralize that of France, and reopen the North German ports; but, according to recent statements, it is doubtful if she could place 90,000 effective troops in the field without long preparations. Ireland being ripe for revolt on account of her own grievances, and manifesting strong sympathy for France, a large portion of the British army would be required to keep that turbulent island in subjection; and, if there should be any serious outbreak, the whole army of 90,000 would be found scarcely adequate to this task. Therefore, it is more than probable that England could participate actively in the struggle on the Continent only after raising and equipping a volunteer force.

ENGLISH OPINION.

The English Leaders on the War Question—Speeches by Disraeli and Gladstone in the House of Commons.

In the English House of Commons, on July 15th, the day that war was declared by France against Prussia, Mr. Disraeli rose and said:—

MR. DISRAELI'S SPEECH.

I rise at this moment, not to embarrass her Majesty's government, but, on the contrary, to endeavor to assist and support them at a moment of extreme difficulty. (Cheers.) The question which I am going to put to the right honorable gentleman is this—whether he can inform Parliament what, in his opinion, is the cause of the present disturbed state of Europe. It seems to me that the time has arrived when that question is strictly legitimate. There have been two causes mentioned by public rumor of this unhappy and unsettled state of affairs.

The first alleged cause has been that a German prince has been a candidate for the vacant throne of Spain. I dismiss that subject altogether as any element of the question I am addressing to the right honorable gentleman, and advert to it to render that question more conspicuous. I cannot induce myself to believe that in the nineteenth century, with its extended sympathies and its elevated tendencies, anything so degrading and so barbarous can occur as a war of succession. But it is said — and before I advert to that point of the inquiry I might also remark in passing that we had an authoritative statement very recently from the Minister of France, on the pretext that any pretension by a German prince to the crown of Spain can be the cause of the present state of affairs; but there is another public rumor—at least another cause of agitation—and it is with regard to this that I wish to make an inquiry of her Majesty's Government.

It is said that between the two allies of her Majesty between whom this unhappy misconception seems suddenly to have arisen, there have been for a long time many causes of misconception and misunderstanding, much jealousy and distrust, and many questions as to their mutual relations with other countries of Europe, which have been left open unsettled, and that suddenly there has been a resolution to bring about a precipitate settlement of this question. What I would venture to observe is this:—If there be any truth in this statement, any foundation for the circumstances to which I allude to cause the controversy between these allies of her Majesty, is purely a diplomatic question. It has not arisen from the invasion of each other's territory, or from any outrage which has been committed against the national honor of either throne. It is purely a diplomatic question, and the causes have existed for some time.

Now, what I wish to bring before the consideration of the Government and the House is the foundation for the question. What I am now going to urge is this—that both these powerful States between whom this misunderstanding has arisen, within a very short time, within only a few years, [solicited the advice and prayed for the influence of her Majesty to be exercised on their behalf. They have done more than that. They have entreated her Majesty to enter into engagements, and even perilous engagements, with a view to further their interests by securing the peace of Europe and giving them a happy opportunity of terminating the questions of dissidence between them. Under these circumstances I must express my opinion that whatever may be the moral and political competence of France or Prussia at this moment to declare and carry on war—and no one can question that—I say that, under these circumstances which I have recalled to the memory of Parliament, neither France nor Prussia has a right to enter into a war without fully and really consulting Great Britain, the country to which a few years ago they appealed for her Majesty to exercise her influence, and even to enter into engagements in order to preserve peace between these two countries.

What I want to know from her Majesty's Government is whether, in any representations which they have made—and I have no doubt made with great zeal, energy, and anxiety—to the courts of the Tuileries and Berlin, this view of the case has been fully put before them. I think it is a moment when we ought to have brought before these States—this public declaration which, I think, would have a beneficial effect at the present moment. It is the duty of the Government to bring before the consideration both of France and Prussia the peculiar claims which Great Britain has at this moment upon their confidence, their trust, and upon reasonable deference to her counsel. I wish, therefore, to know from her Majesty's Government whether they have urged this view upon the courts of France and Prussia; whether they have reminded them of the great sacrifices and the great exertions which, at their request and instigation, only a short time ago England made in order to advance their interests, secure the peace of Europe, and give them an honorable opportunity of terminating their differences. I will only venture, before I sit down, to express my opinion that the ruler of a nation who at this time disturbs the peace of Europe incurs the greatest political moral responsibility that can fall to the lot of man. (Cheers.)

MR. GLADSTONE'S SPEECH.

Mr. Gladstone said, in response to Mr. Disraeli's inquiry:—

It is not for me to follow the right honorable gentleman over the whole of his remarks, for he will agree with me that at this peculiar moment he enjoys a freedom which does not belong to the advisers of the crown. At the same time, referring to the impressive words with which the right honorable gentlemen closed his speech, I must say that it is the opinion of the Government, as it appears to be his, that there is nothing under the circumstances and differences which have ately appeared which will justify, in the judgment and conscience of the world, a breach of the general peace. (Cheers.) With respect to the questions of the right honorable gentleman, they are, as far as I can understand, two. He asked me if I can inform Parliament what, in the opinion of the Government, is the cause of the present disturbed state of Europe.

I think that, for those who have official responsibilities and duties in relation to foreign powers entailed upon them, it would be better that I should avoid references, at the present moment, to any cause which may have brought about the present state of affairs other than those which I have already made. The right honorable gentleman asks whether her Majesty's Government have felt it a part of their care to bring before the two great States now engaged in communications that appear to be proximate hostility, the peculiar claims of Great Britain to be heard as to their disputes, and to offer her friendly advice with a view to a settlement of the dispute. I am bound to say that neither of these two states has shown the slightest indisposition to allow her friendly intervention, or has put upon us the necessity of resorting to arguments drawn from any special juncture in former affairs for the purpose of making good that right and title to intervention; but I may say that the title to friendly offices on the part of any state of the civilized world towards another state really has been placed upon foundation in public law, so as to be a great European act of modern times, which does not admit of being brought into dispute. I refer to the Conference of the European Powers in 1856, whereby it was recognized to be the duty of these powers, at least as a general rule, in case of a controversy arising, to submit that controversy to friendly adjudication before resorting to the horrible necessity of arms.

With respect to the questions of the right honorable gentleman, these are the answers I should give. As to the whole state of affairs we have no decisive intelligence to give, and I am sorry to say that the communication between these great Powers have not been, on the whole, favorable. The point is now near at hand at which things must take a decided course in favor either of peace or war. Any function that we can discharge, any offices we can render, are necessarily limited, but I have the hope that when the time comes, and probably it must very soon arrive, at which it will be our duty to explain in detail that which it is now no less our duty to withhold, the House may be of opinion that her Majesty's Government has not fallen short of the duties incumbent upon the representatives of England, and likewise not gone beyond them. (Cheers.)

THE FRENCH NAVAL EXPEDITION.

Details of the Great French Naval Squadron—Sketch of the Commanding Admiral.

The Cherbourg naval expedition, the most formidable since the introduction of iron-clads, is formed of two divisions under command of Vice-Admiral Count Bouet-Willaumez. The following details of the iron-clad vessels will show the character and strength of this important naval squadron:—

	Horse Power.	No. of Guns.	Crew.
FIRST DIVISION—REAR-ADMIRAL POTHOUAN.			
Surveillante (flagship, 5611)	..	..	..
Savoie (frigate)	900	17	594
Guienne (frigate)	900	17	594
Ocean (frigate, 7180 tons)	..	..	..
Rochambeau	1000	15	590
Taureau	480	1	120
SECOND DIVISION—REAR-ADMIRAL DIEUDONNE.			
Gauloise (frigate)	900	17	594
Flandre (frigate)	900	13	594
Thetis (corvette)	450	12	310
Jeanne d'Arc (corvette	450	12	310

The part the Taureau will enact in this expedition will be looked for with interest, as she is an experiment in iron-clad vessels. She is a steam ram, of peculiar construction, drawing but little water and rising but a few feet above the water. Her prow terminates in a point, and this point is armed with a kind of massive bronze cone which serves her as a spur. She carries but a single gun, which weighs 20 tons, and has but one deck, which is plated with iron from one end to the other, and is covered over its entire length with a cylindrical ball-proof dome.

The doings of the Rochambeau, formerly the Dunderberg, will also be interesting, as she is the first American iron-clad employed in the French service. She carries 15 guns, throwing solid shot weighing 475 pounds a distance of 13,000 feet, and has a total burden of 5090 tons.

Vice-Admiral Count Bouet-Willaumez.

Vice-Admiral Count Bouet-Willaumez, who is in chief command of this fleet, is an experienced officer, and an able writer on naval matters. He was born in 1808, and when 15 was admitted to the naval school. He became ensign in 1829, lieutenant in 1835, and being attached to the naval squadron at the Plate river, he took part in the bombardment of Mogador. In 1838 he was commissioned by Rear-Admiral Montagnies de la Roque to explore the coasts of Western Africa, on which subject he wrote a book published in 1849. Some time after his nomination to the grade of captain in 1844, he was appointed Governor of Senegal.

This settlement on the west coast of Africa has a population of 113,000 inhabitants, and has belonged to the French since the seventeenth century. In 1847, Admiral Bouet-Willaumez returned to France, and two years later was made Commander of the Legion of Honor, in recognition of the zeal and energy he had displayed abroad. The Russian war first gave him an opportunity to take part in naval operations on a large scale. He was appointed rear-admiral in 1854, and served in the Crimean expedition under the orders of Admiral Hamelin. He next became maritime prefect at Cherbourg, from whence he was transferred to Toulon. In 1860 he was appointed vice-admiral and received command of the Mediterranean squadron. Five years later he was made Senator of France, in which capacity he proposed a change in the marine artillery which was not adopted. Among the writings of Admiral Bouet-Willaumez is an account of battles on sea and land, and supplementary tactics for iron-clad vessels published in 1865. It follows from his career that he has lived during the great transition that has taken place in naval armaments since the days of Nelson and Villeneuve. He has seen Fulton's invention adopted by all the fleets of the world, iron largely take the place of wood in steamships, and the introduction during the last ten years of heavily armored vessels, carrying guns of enormous size.

SECOND EDITION

LATEST BY TELEGRAPH.

CABLE WAR NEWS.

The French Concentration.

Immediate Battle Expected.

A Prussian Fast Day.

Russian Force in Poland.

Spain Inclined Towards France.

Heavy Failures in London.

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

Spain Inclined Towards France.

LONDON, July 27—Midnight.—A correspondent writes from Madrid on the 25th inst. that the feeling of the Government was secretly in favor of France, based on satisfaction because Prussia, and not Spain, was attacked. The Republican newspapers denounced this tendency, and warned the Government that the people will not endure a base submission to French alliance under such circumstances. The same sentiment is partly shared by the army.

The order expelling Don Carlos from France was purchased through intrigue by Olozaga and with humiliating concessions. Spanish parties each regard the war with reference to their dynastic interests. Montpensierists hope that France will be too busy to oppose their candidate. Prim keeps silence. The Republicans are immovable for a republic.

Failures in London.

LONDON, July 28.—As predicted, many additional failures were announced yesterday. The firm of Messrs. Riverton, Hallowell & Crabtree, wool dealers at Bradford, and largely interested in the American trade, stopped yesterday. Also seven failures at the Stock Exchange in this city and one at the cotton market in Liverpool.

The Bank of England.

LONDON, July 28.—The officers of the Bank of England have just raised the rate of interest to five per cent.

Ship News.

SOUTHAMPTON, July 28.—The North German Lloyds steamer Bremen, from New York on July 14, arrived at this port in safety at 6 o'clock this morning. The North German steamer Baltimore, from Baltimore July 13, arrived here at 4 o'clock yesterday morning.

Merchantmen Exempt from Seizure.

BERLIN, July 28.—Prussia, by accepting the Paris declaration, also exempts from seizure the enemy's merchantmen not carrying goods contraband of war.

An Immediate Action Expected.

PARIS, July 28.—The *Moniteur du Soir* says that the movements and concentration of the French troops point to an immediate and decisive action.

Prayers for the Emperor's Safety.

Prime Minister Ollivier invokes the prayers of the French clergy for the safety of the Emperor and young Prince.

Fast Day in Germany.

LONDON, July 28.—Yesterday was observed quite generally as a day of fasting and prayer at Bremen and Hamburg. Business therefore was nearly suspended.

The Russian Force in Poland.

The Russian force in Poland has been increased to 200,000 men, including the imperial regiments of the Guard.

The Empress and the French Fleet.

PARIS, July 28.—The Empress has sent a congratulatory address to the sailors of the Baltic fleet.

This Morning's Quotations.

LONDON, July 28—11·30 A. M.—Consols 89⅞ for both money and account. American securities quiet. United States 5-20s, 1862s, 82; 1865s, 82; 1867s, 81; 10-40s, 80. Stocks quiet. Erie, 15½; Illinois Central, 102; Great Western, 21.

LIVERPOOL, July 28.—Cotton dull and irregular; middling uplands, 8d.; middling Orleans, 8¼d. The sales are estimated at 8,000 bales.

LONDON, July 28.—Tallow dull.

FROM THE WEST.

Cincinnati Politics.

CINCINNATI, July 28.—The Republican Convention at Hillsboro has nominated John A. Smith, the present Representative, as a candidate for Congress in the Sixth district.

Destructive Fire.

CINCINNATI, July 28.—A destructive fire occurred this morning in the eastern end of the city, consuming the Queen City Saw and Planing Mill and a dozen houses, with a large quantity of lumber. The mill was owned by C. W. Magill, and was valued at $30,000; insurance, $6000, in city companies. A dozen families lost their homes. The total loss will reach nearly $70,000.

Iowa Press Association.

ST. LOUIS, July 28.—The Iowa Press Association party arrived here last night. It consists of 140 editors and 90 women. Thus far the excursion has been a complete success. The programme for to-day embraces a steamboat excursion, a visit to the St. Louis Iron Works, a reception on 'Change at noon, a visit to Shaw's Garden in the afternoon, and a banquet at the Fair Grounds this evening.

Tennessee Crops.

MEMPHIS, July 28.—The crop reports continue favorable, except from Mississippi, where the caterpillars have done much damage.

Republican Meeting at Indianapolis.

INDIANAPOLIS, July 28.—The Republicans opened the campaign in this city last night by a mass meeting at the Academy of Music. Governor Baker presided, and speeches were made by Lieutenant-Governor Cumback, Senator Morton, and others. Senator Morton reviewed the condition of the State and national finances, and showed that the State was almost free from indebtedness. Referring to the foreign war, he said that in the late Rebellion in this country Germany stretched forth her hand in sympathy with us, that a large portion of our armies were German, and that the Republican party now sympathized with Prussia in the present contest.

Banquet of Tobacconists.

EVANSVILLE, Ind., July 28.—The tobacco banquet of yesterday was attended by over 2000 persons. The election yesterday resulted in a vote of 1296 in favor of subscribing $300,000 to the straight line railroad, and 30 against the proposition.

The Harvard Base Ball Club.

MILWAUKEE, July 28.—The Harvard Base Ball Club beat the "Cream City" Club to-day, the score being 41 to 13.

FROM WASHINGTON.

Internal Revenue Receipts.

Despatch to the Associated Press.

WASHINGTON, July 28.—A comparative statement of internal revenue receipts shows that the aggregate for the first fifteen months of the present administration is $66,500,657·29 greater than the last fifteen months of the preceeding administration. Among the items the increase on spirits in round numbers is $30,850,000; tobacco, $13,920,000; income, $11,402,000; sales, $2,675,000; special taxes, $2,443,000; stamps, $2,097,000; banks and bankers, $1,257,000. Gross receipts, $525,0000. The entire amount collected in the last fifteen months prior to the June 1 is $228,322,344.

Naval Orders.

The Navy Department has ordered Surgeon Faltz to duty as a member of the Board of Examination at Philadelphia.

Surgeon Cleborne has been detached from duty as a member of that board, and ordered to the California.

Paymaster Smith has been detached from the receiving-ship Ohio, and ordered to the California.

Paymaster Swan has been ordered to the receiving-ship at Boston.

Judge Richardson

this morning resumed his duties as Assistant Secretary of the Treasury. He and Secretary Boutwell were for a long time closeted concerning public business. The latter will leave Washington to-night or to-morrow for some weeks' absence in Massachusetts.

Naval Matters.

Special Despatch to The Evening Telegraph.

WASHINGTON, July 28.—Secretary Robeson has accepted the resignation of Paymaster H. L. Wait, United States Navy.

The Tallapoosa will sail from here on the 29th for Northern ports, and bring from Boston crews for the Guerriere, at New York, and the Brooklyn, at Philadelphia, after which she will return to Washington.

Illness of Admiral Farragut.

A despatch was received here yesterday from Portsmouth, N. H., stating that Admiral Farragut is there very ill, and that he has again summoned his son, Lieutenant Farragut, of the United States army, to come to him.

The "Shenandoah."

The third-class screw-steamer Shenandoah, carrying 10 guns, recently fitted out at the Boston Navy Yard, is now ready for sea, and her officers have been ordered to report on the 10th of August. Commander Clark H. Wells has been ordered to the command of her, and it is at present the intention of the department to send her to the West Indies.

Payment of Naval Claims.

Of the appropriations for the Navy Department, $615,350 is to be used for paying claims which have come over from former administrations and of which the department will gladly be rid. Of this sum Horatio Ames gets $72,060; P. S. Forbes, $27,383; and the Corliss Steam Engine Company of Providence, R. I., whatever may be found due upon settlement of its contract, which will be made by a board of officers hereafter to be appointed by the Secretary of the Navy.

FROM CAPE MAY.

Special Despatch to The Evening Telegraph.

CAPE ISLAND, July 28.

General Meade

and staff, after reviewing the 5th Maryland, returned to the city this morning.

Visiting Odd Fellows.

At 11 o'clock this morning Adam Lodge, of the city, and Walker Lodge, from Germantown, I. O. O. F., arrived at the Sea Breeze, and were handsomely received by Richard R. Thompson.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

PORT OF PHILADELPHIA..............JULY 28

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

7 A. M.........81 | 11 A. M.........86 | 2 P. M.........89

CLEARED THIS MORNING.

Steamer E. N. Fairchild, Trout, New York, W. M. Baird & Co.
Steamer D. Utley, Davis, New York, W. M. Baird & Co.
Schr Reading RR. No. 77, Corson, Norwich, J. Rommel, Jr., & Bro.
Schr Maggie Van Dusen, Compton, Medford.
Schr M. Reinhart, Hand, Newburyport, Sinnickson & Co.
Schr Trade Wind, Cullen, Portsmouth, do.
Schr Jas. Satterthwaite, Kinnie, Boston, do.

ARRIVED THIS MORNING.

Steamer Diamond State, Wood, 11 hours from Sassafras River, with mdse. and passengers to A. Groves, Jr.
Steamer H. L. Gaw, Her, 13 hours from Baltimore, with mdse. and passengers to A. Groves, Jr.
Schr John Clayton, Thomas, 1 day from Frederica, Del., with grain to Jas. L. Bewley & Co.
Schr M. D. Cranmer, Cranmer, from Boston.
Schr Cordelia Newkirk, Newkirk, from Providence.
Schr M. E. Coyne, Facemire, from Boston.
Schr Ocean Wave, Noir, from Boston.
Schr Reading RR. No. 48, Austin, from Norwich.
Schr E. R. Graham, Smith, from Boston.
Schr G. C. Morris, Richards, from New York.
Schr D. Corbit, Eldridge, from Delaware City.
Schr F. St. Clair Edwards, Ireland, from Kennebec, with ice to Knickerbocker Ice Co.

BELOW.

Barkentine Veteran, from Boston; schr M. E. Trenwick, from St. Marys, Ga., bark Sam Sheppard, Larissa; brig Mattano; and schr Jas. M. Flanagen, all from Cienfuegos, remained at Quarantine last evening.

Special Despatch to The Evening Telegraph.

HAVRE-DE-GRACE, July 28.—The following boats left this morning in tow:—
O. Hartman, with lumber to McIlvain & Bush.
Homeward, with lumber to Craig & Blanchard.
Reading, Fisher & Co., with lumber, for Princeton, N. J.
Nannie and Maggie, with lumber, for New York.
Martha McConkey, with pig iron to Cabeen & Co.
Harry and Lulie, with coal, for Wilmington.
B. A. Knight, with coal to order.

MEMORANDA.

Ship Pawnee, Auker, hence, arrived at Dublin 15th instant.
Br. steamers Wisconsin, Williams, for Liverpool, and Scotia, Judkins, for Liverpool via Queenstown, cleared at New York yesterday.
Steamers San Francisco, Wilson, for Hamilton, Ber., and Ashland, Crowell, for Charleston, cleared at New York yesterday.
Dan. bark Ganymede, Nielson, from Bristol for Philadelphia, was spoken 25th inst. off Absecom.
Bark John Ellis, from Liverpool for Philadelphia, was spoken 24th inst., lat. 40 29, long. 70.
Bark Athenais, Baker, for Philadelphia, sailed fm Antwerp 15th inst.
Bark Antilla, Hare, for Philadelphia, sailed from Cork 14th inst.
Bark Prinds Carl, Stephenson, for Philadelphia, sailed from Deal 14th inst.
Bark Alice Woods, Doherty, for Philadelphia, s'ld from Deal 16th inst.
Bark Schamyl, Sorensen, hence, arrived at Falmouth 15th inst.
Bark Egeria, Starratt, for Philadelphia, sailed fm Genoa 9th inst.

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

THE FEDERATIVE PRINCIPLE IN EUROPE.

From the N. Y. Times.

When, three weeks ago, we were commemorating with enthusiasm the declaration of our national independence, our Minister at the court of Vienna was celebrating, by the time-honored formula of a dinner, the same glorious anniversary. The circumstance is chiefly notable on account of a somewhat remarkable speech reported to have been made by Count Beust on that occasion. It must be remembered that on the 4th of July the Spanish question had not yet arisen to absorb the attention of Europe, and to infuse new perplexities into the task of Austrian statesmen. The subject at that moment uppermost in the minds of the chiefs of the *corps diplomatique* who partook of the hospitality of Mr. Jay, was the result of the elections for the Reichsrath just then concluded. Though partially consoled by an accession of strength in Moravia and Galicia, the Government had still to mourn over the stubborn opposition of the Czechs to its policy of dualism. The non-German portion of Bohemia had steadily declined to approve of the policy which recognized the independence of the Hungarian crown of St. Stephen, and which refused to accede the same distinction to their native sceptre transmitted from St. Wencesilaus. At the late elections, therefore, they voted, as on previous occasions, for Deputies who do not take their seats, but persist by a passive abstention from the Reichsrath in expressing their non-adherence to the present constitution of the Austro-Hungarian Empire.

Count Beust naturally feels that the reconstruction of the State shattered by Sadowa is only half complete so long as such an anomaly continues, and at the celebration in question he took occasion to trace an analogy between the present state of things in Austria and the earliest independent federation of the States of our own country. He is reported to have said:—"Mr. Jay recorded how Washington was afraid of the autonomy of thirteen States. Now, there are thirty-seven: each a little realm of itself, with every diversity of nationality, creed, and legislation. Why, then, could autonomy be granted to them to such an extent? Simply because none of them refrained from entering the common parliament." The great Saxon Premier of Austria went on to point out that it was equally dangerous for Governments as for nations to shirk parliamentary responsibilities, and that such an assembly was to a people what home was to a family, and when unity ceased to exist, the nation, equally with the family, must fall to pieces.

These opinions are very significant, as evincing the thorough appreciation possessed by the leader of Austrian liberalism of the dangers which menace the internal cohesion of the dominion of the Kaiser. We lately adverted to the added perils from without which late events have created for Austria. The question of how these are to be met will probably mark a turning point in modern European history. Should, as French critics predict, the absorption of South Germany be the first step in a Prussian triumph which would point to the annexation by the German Confederation of Austria on the west of the Leitha, and the occupation of the Hungarian provinces by Russia, it is perfectly obvious that the enlightened liberalism which repaired the disaster of Sadowa would make one other effort to avert by popular enfranchisement the entire extinction of the empire. The lessons of the French revolution are not forgotten in Europe. The great powers of the continent know what popular enthusiasm can effect when enlisted on the side of national freedom. When Danton hurled back defiance to the allied kings of Europe, and as a gage of battle threw before them the head of a king, he calculated rightly that the nation which stood as one man against foreign domination was simply invincible. If Austria is weak when standing forth as one power formed out of a congeries of divided States, she has but to make each of her provinces feel that they have an independent existence to fight for as well as a common federal bond, and no power, however strong, will be likely to subdue them, or, subduing, will find it possible to hold them in subjection.

Were Austria to be forced into the condition of a confederation of States, with an Imperial President, it is clear that the first step would be accomplished of a process which may in time change the face of Europe. The resolution lately attributed to the French Emperor, of making himself the apostle of a republican propaganda in case of meeting with disaster in the present campaign, had probably but little foundation in fact. But it is none the less likely that the extremity of the French empire might lead to a federation of the Latin races of Southern Europe, which the supposed example of Austria would do much to confirm. In such a case, the great German Confederation would have been already complete, and there would remain only room for the union of the Scandivavian family of nations, and the erection of a Muscovite dominion which would have its capital on the Dardanelles, and which, it must be admitted, would still seriously menace, by its Pan-slavist doctrines, the separate existence of the Sclavonic nationalities of Austria. In any case, it is clear that the pending struggle between France and Prussia is of the most vital interest, both as regards the future of the small States and the prospects of democracy in Europe.

MASSACHUSETTS AND MR. MOTLEY.

From the N. Y. World.

"Massachusetts," says Mr. Sumner's organ, the Boston *Journal*, "must guard the honor of her sons." "By all means," we respond, as the old Duke of Cambridge ejaculated when the clergyman said "Let us pray" in the Liturgy. It is a duty which Massachusetts clearly owes, especially to her unhappy, frustrated historian. Our only doubt is whether she is taking the right way to vindicate him. It seems that "a charge brought against Mr. Motley to justify his removal is that in the month of April, 1869, immediately after his appointment as Minister, fifteen months ago, he volunteered to write his own instructions. This, says the *Journal*, is a mistake."

We are left a little in doubt whether this is a denial of the fact or what lawyers call a "confession and avoidance;" for we read that when Mr. Motley was about to sail for England, everything being serene at Washington, and Mr. Sumner and Mr. Fish, like the two Kings of Brentford, smelling at the same nosegay, Mr. Sumner, in an off-hand sort of way, said to the unsuspecting Secretary:—

> "'Why not levy on Motley? Let him write a memoir, to be used in whole or part, or not at all, as you see fit.' Mr. Fish at once came into the idea, and authorized Mr. Sumner to invite Mr. Motley to do this. Mr. Sumner replied:—'Of course, in your name.' To which Mr. Fish, according to the recollection of Mr. Sumner, assented with much good will. Accordingly, Mr. Sumner, in the name of Mr. Fish, asked Mr. Motley to write, who undertook the service in the discharge of his new duties, feeling that he could not excuse himself. He was at the time the guest of the Hon. Samuel Hooper, who remembers well that Mr. Motley was engaged on a paper which, at the time, he understood was at the request of Mr Fish. Mr. Hooper is sure that Mr. Motley was in no respect a volunteer, and that the paper in question was spoken of at his table, while Mr. Fish was dining there, as a task imposed on Mr. Motley."

Here we have a curious postprandial collocution: poor Mr. Fish dining, without a suspicion of the trap which was laid for him, with Hooper, and Sumner and Motley sitting by, the Madeira cosily circulating, the cigar smoke gently curling, the Secretary naturally and modestly bemoaning his inexperience, Sumner at hand with his suggestion, Motley's fine eyes modestly cast down, and the host ready to make a note of the facts should they ever be, as it seems they now have been, brought into dispute. This is clearly a confession of the fact; and if it be true, then is Mr. Fish a rash man indeed to consent to the recall of one who, in an exigency, did his work for him and don't hesitate afterwards to talk about it.

We have our own doubts on the subject, but, for the nonce, take the Boston statement of facts to be the true one. Of one thing we are very sure, that the Secretary, trained in the unreserved and honorable hospitality of this meridian (and no one enjoys and adorns it more), will never dine with the *Hon.* Samuel Hooper, of Massachusetts, again, to have convivial confidence betrayed and the talk of the dinner-table revealed. So much for the fact; now for the avoidance.

It seems that Mr. Sumner founded his suggestion to Mr. Fish on a venerable usage of the State Department, which the Boston *Journal* thus describes:—

> "It is well known that ministers about to go abroad often prepare the draft of their instructions. Mr. Cushing says that on both his missions—one to China and the other to Colombia—he wrote his own instructions, which were then copied and signed at the State Department, the first by Daniel Webster and the second by William H. Seward."

If there be accuracy in language, this Massachusetts "usage" is that ministers from that region occasionally write their own instructions, which are accredited to the Secretary of State, and then, at a convenient season, when the putative author is dead, as is Mr. Webster, or broken down, as is Mr. Seward, betray the official secret confided to them and claim the honor for themselves. Governor Everett was shrewdly suspected on internal evidence of writing the flashy letter to the Chevalier Hulsemann, but he was too much of a gentleman to claim it. But all this is changed, and we think hereafter some police regulation should be adopted at the State Department as there is in the Currency Bureau, so that there shall be no spurious paper either received or issued.

So much for the question of honor or propriety; but what a comment does not this make upon, what a fearful illustration is it not of, the bungling way in which this administration does its work! We are not disposed to blame the Secretary, who is a modest because he is a meritorious man. We fly at higher game. The President—the silent, reserved, meditative, circumspect man of many cigars and few words—knew as well as any one that the gravest responsibility which the past devolved upon him was the Alabama matter. In it we had able, astute, well-trained adversaries, with a community behind them not easily hoodwinked and very sensitive on a point of honor. A discreet, acute, and experienced man was needed for a vacant post; uncommitted, at least publicly, to extreme opinions, but resolute in his sympathy with his country's cause. The President did not take the trouble to look for such a man. He was in the first gush of his personal sensibilities. It was the day when he flung one commission at Mr. Stewart and another at Mr. Borie; when gratitude for greenbacks and bricks and mortar filled his heart, and, careless of the public good, he was ready to do anything for his private friends, from the groom who rode his horses to the Senator who voted for his nominations. Then was it, in a sad hour, Mr. Sumner made his claim on gratitude and had the claim allowed; all he asked was "Motley," and Motley was given to him. In vain did Mr. Fish remonstrate, for his instincts told him it would not do; in vain did Boutwell and Hoar, neither of them rhetoricians, look glum; the President's feelings were aroused and he determined to fight it out on the Motley line. His civil, like his military, promise may in some remote day be perversely fulfilled, though it does not look much like it now. There was a year of perplexity and alarm and fruitless slaughter after the first boast was uttered before fruition came; and since the day he committed himself to Mr. Sumner, and appointed Motley, fifteen months have rolled by, and, thanks to mismanagement somewhere, the claims of our merchants and shipowners and underwriters are, if possible, more desperate than when Andrew Johnson left Washington and Mr. Seward returned to Auburn by way of Alaska. All is perplexed in the future; Mr. Motley maddened in London; Wilson angry at Washington, having voted for St. Domingo in vain; Mr. Frelinghuysen, the most sensible man of the party, hesitating whether he shall accept; the English mission at a great crisis vacant, or in the hands of Mr. Secretary Benjamin Moran; and the chief magistrate attending rifle matches at Washington, and, *vogue la Galere*, driving fast trotting horses at Long Branch. We sincerely trust Mr. Frelinghuysen is not writing his own instructions; though, if he is, we are sure—for he is a gentleman and a man of honor—he will not boast of it hereafter. We meekly suggest to our Boston friends to take up a new line of defense.

ANSWER THE QUESTIONS!

From the N. Y. Tribune.

We have already alluded to the reluctance exhibited by many persons to answer promptly and correctly the queries which it is the duty of the officers engaged in taking the present census to put to them. There seems to be an absurd feeling that the Government in demanding certain information is simply impertinent, meddlesome, and obtrusive. The ignorant suspect some personal injury or disadvantage lurking in the questions, while even those who know enough to know better indulge in evasions and misrepresentations. We cannot but regret this, when we consider that inaccurate returns are much worse than no returns at all; while, since the expense of census-taking is very great, it seems to be a deplorable waste of money if the foolish obstinacy of a few citizens is to defeat the beneficent purpose of the law. In the first place, an enumeration of the population is indispensable, because our representation is based upon it, and the Government cannot go on without it. There is nothing about which a nation requires accurate information more urgently than the number of its inhabitants, the increase of that number during the last decade, and its probable increase in the decade to come. Moreover, it is extremely desirable to arrive at some accurate knowledge of the methods of increase, whether by births or immigration. Again, it is important to determine at what local points there has been either an increase or a diminution of the population, and, if possible, to arrive at some satisfactory conclusion respecting the causes of either. Without a knowledge of this, it is impossible to mature the simplest measures in the least degree affecting the internal resources of the country. Without such information, it is impossible to fix the status of the Republic in the great family of nations. Without it, we can know nothing of our capacities in peace or of our abilities in war.

Secondly, all useful and intelligent legislation affecting the material interests of the country must be founded upon a knowledge as correct as possible of its present wealth, its possible production, and the point which it has already reached in its advance towards such possibility. The Government has no interest whatever in information concerning the wealth of A or B or C personally and singly, these three being engaged we will say in the manufacture of cotton goods; but it has an immediate interest in a knowledge tolerably accurate of the production of A, B, C, in the aggregate. And if suspicious men will but stop to think they will see that this is all which the Government is seeking. Individuals must be interrogated, but the public and the world will hear of nothing but the sum total. There is a sort of indefinite notion floating about that the Government is making this harmless inquisition in order that it may increase the taxes. A more deplorable folly never entered the human head. An accurate return of the production and industry of the country is much more likely to make the taxes lighter than it is to make them heavier; for Congress must know how much a specific tax will produce before it can determine its amount. If kept in ignorance, by the pig-headedness of producers, it is much more reasonable to suppose that it will, as between a larger and a less rate, fix upon the first. Indeed, to do so is the only safe resource; and those who permit themselves to give inaccurate answers to the census-taker may hereafter find that the indulgence has been a costly one. Congress will have no choice. It must act upon the presumption that the official figures before it are accurate; so that the maker of false answers not only picks his more truthful neighbor's pocket, but he actually robs himself. It is a game at which in the long run he must inevitably be the loser.

We readily admit that in countries under an absolute form of government census-taking may be regarded by the people with a just suspicion, for its result may be a more remorseless taxation or a more sweeping military conscription. But in this favored land it is different. The census has been ordered by the people themselves through their representatives. It cherishes no ulterior design either upon property or person. It is not, as elsewhere it might be, merely a preliminary to new exactions or still more onerous levies for the military service. So fortunately are we situated, that a knowledge which can be trusted of the resources of the country will more probably lighten our burdens than render them more ponderous. How childish is it, therefore, for any man, when called upon officially to render an account of himself, his family, the character and results of his business, to prevaricate, to stand mute, or to put off the inquirer with absolute falsehoods. We trust, for the credit of the country, that we shall have no more reluctant responses to the questions of the assistant marshals.

WHY WAR WAS DECLARED.

From the Syracuse Journal.

> "Frenchmen! I go to place myself at the head of that valiant army which is animated by love of country and devotion to duty. That army knows its worth, for it has seen victory follow its footsteps in the four quarters of the globe. I take with me my son. Despite his tender years, he knows the duties his name imposes upon him, and he is proud to bear his part in the dangers of those who fight for their country. NAPOLEON III."

On Saturday last Napoleon issued a notable proclamation to the people of France. In a very few words, the Emperor, in that proclamation, covers a great deal of ground, and brings out in bold relief the principal features of his controversy with Prussia, as he wishes Frenchmen to behold those features. In the wording of his proclamation his acute powers of diplomacy are plainly visible. Though there is in it less of boldness in appealing to the loyalty of his subjects than he once exhibited, there is more of cunning and an equal amount of selfishness. At the beginning he tries to awe and inspire the French people by reminding them that the present crisis is one of those "solemn moments, when the national honor, violently excited, gathers itself up irresistibly, rises above all other interests, and applies itself with the single purpose of directing the destinies of the nation."

In the words which we have just quoted may be seen the Emperor's purpose to divert the attention of Frenchmen from themselves and the late dissensions in France whose mutterings have not yet died away. He substantially says:—"Frenchmen, there is danger ahead! A foreign foe threatens your nation! Forget everything else! To the rescue of France!"

His subjects respond, "*Vive la France!*"

Napoleon, having played upon the love of country which Frenchmen entertain for France, and having wrought upon their enthusiasm, brings forth the Prince Imperial, for whose glory the war is waged. His reign is to be preceded by deeds of valor, in which he will take no part, though he will be a spectator of them.

"Frenchmen! I take with me my son. Despite his tender years, he knows the duties his name imposes upon him, and he is proud to bear his part in the dangers of those who fight for their country." With such words, the Prince Imperial is brought into prominence at this tragical juncture of his father's reign. In the *plebiscite* he was more like a shadowy outline of him who will probably be Napoleon IV. In this proclamation, he is palpable and full of vitality! In the *plebiscite* it was better that he should be placed far in the perspective. In this proclamation he can with safety be converted into a young hero by taking his place by the side of his father, at the head of the army! The last words of Napoleon I were "*Tete d'armee!*" Napoleon III takes them up, and makes them the watchwords of the embryo Napoleon IV.

This wonderful "son of his father" is no longer to be like a vague idea. Henceforth he is to figure in war despatches, his name is to be bulletined in Paris, and all over the rest of France. He will plan no battles; but he will be "at the head of the army!" He will give no orders; but he will be "at the head of the army!" He will lead no brilliant charge; but he will be "at the head of the army!" For the glory of his reign the war will be waged, and the lilies of France will be carried into the midst of smoke and carnage. An ominous beginning for the Prince Imperial!

Better would it have been for him had his father been content to spend the closing days of his own reign in peaceful relations, rather than stake the chances of the permanence of his dynasty upon a war waged for the extension of the empire and the glory of the royal family; for should Napoleon III wrench from Prussia her territory west of the Rhine, he thereby would transmit to his son an object of contention for all coming time, until that territory should be regained by Prussia. The empire of France, as it is, is a safer inheritance for the Prince Imperial than it would be with the Rhine for its eastern boundary; for, notwithstanding Napoleon's views to the contrary, power in Europe is more properly adjusted than it has ever been before; and, henceforth, whoever seeks to change its present condition cannot be considered otherwise than a disturber of the peace of Europe.

THE LAW OF PRIVATE VENGEANCE.

From the Baltimore Sun.

The case of the man Lindsey, who was killed at Chester, near Richmond, Virginia, by his father-in-law, on account of the ruin of the latter's unmarried daughter, merits a word or two of additional comment to that which we have already felt it our duty to make upon one or two similar cases of recent occurrence. The above general statement of the facts is sufficient to show the peculiarly aggravated and horrible character of Lindsey's offense, which was the occasion of his death. But saying that does not exhaust all that in such a case requires to be said. In our comments upon the result of the McFarland-Richardson trial in New York we took occasion to state fully our views in regard to such cases. Society would undoubtedly be largely the gainer if every man would reflect beforehand that the penalty of the indulgence of his unlawful passion might be the forfeiture of his life. The public sentiment which refuses to condemn the husband or father who, under such circumstances, becomes his own avenger, is so far right as it seeks to mark its reprobation of conduct such as was imputed to Lindsey. But the public sentiment which tolerates and applauds the substitution of private vengeance for the restraints and penalties of law is wrong. Society is infinitely the loser when men come to consider that there are wrongs which society cannot redress, for which the law is powerless to afford any adequate remedy, and that in such cases, therefore, every man is justified in being his own lawgiver, judge, jury and executioner. It is not to be doubted that the evil to result in the one case is as great as in the other; that the remedy has elements in it of violence and lawlessness which may be as fatal to the best interests of society as the wrong which it is intended to correct.

We cannot better illustrate our meaning than by reference to the formal proceedings which took place in the case we have cited. At the examination of the father-in-law, Captain Hayward, before the justice of the peace, the Commonwealth's attorney, after advising the magistrate that under the present law of Virginia he had all the powers of the old examining court of magistrates, and that it was optional with him to send the prisoner on for trial, with or without bail, or to discharge him, recommended the latter course. He said "there was no jury which could be empanelled on God's earth, white or black, savage or civilized, which could find the accused guilty of murder. He should be discharged. Then it would warn men of libidinous appetites that when they do these deeds they do them not only at the risk of an avenging father, but of an avenging public also." The counsel for the prisoner naturally did not think it necessary, after what had been said by the prosecuting attorney, to make any remarks. The magistrate then said:—"Captain Hayward, stand up. Under these circumstances I think it my duty to announce your discharge." The endorsement made on the warrant of arrest was to the effect that the party was discharged on the ground of "justifiable homicide."

This is certainly manlier and more honest than to resort to the fiction of "temporary insanity," or any of the other devices which are used to justify verdicts of acquittal in such cases. The only justification which should be sought or can be found is in the facts. If the facts are correctly stated in Captain Hayward's case, the Commonwealth's attorney was probably right in saying that no jury on earth could have been found to convict. But the difficulty appears to us that the facts have been assumed without a sufficient judicial investigation. It is terrible enough that a man should be admitted to be the executioner of his own vengeance in any case—but shall he be admitted to be judge and jury as well? If a jury, after hearing the facts, choose to acquit, that is one thing—but shall all trial be waived and a man's own word be received as his own sufficient justification for a terrible act of private vengeance?

We presume that an investigation of some sort took place before the justice of the peace who discharged Captain Hayward, but an examination before a committing magistrate certainly lacks the dignity and solemnity requisite to sanction such an act. Captain Hayward, indeed, appears to have proceeded in a thoroughly judicial manner. After the birth of his daughter's child, he appears to have obtained from her the name of the father, then summoned Lindsey into her presence, taxed him with his guilt, and upon receiving no denial, then and there shot him dead. It is obvious that if every man who may act as Captain Hayward has done is to be discharged without a full and searching investigation, before a competent tribunal, into all the facts which constitute his supposed justification, or which may incline a jury to acquit, a most terrible and irresponsible power is lodged in every man's hands, to the exercise of which the innocent as well as the guilty may readily fall victims. The power of life and death, except in the extreme case of self-defense, which is outside of the pale of all law, and where man is remitted to obey the instinct of self-preservation, belongs to society alone in its organized capacity. Its delegation to individuals under any circumstances, however aggravated, is inconsistent with the ends for which society exists. Public opinion, which is stronger than law, appears to tolerate the assumption of this power in certain cases by individuals, by remitting the penalties which the law denounces against the wilful shedder of his neighbor's blood.

WATCHES, JEWELRY, ETC.

WILLIAM B. WARNE & CO.,
Wholesale Dealers in
WATCHES AND JEWELRY,
S. E. corner SEVENTH and CHESNUT Streets,
3 2¾ Second floor, and late of No. 35 S. THIRD St.

CLOCKS.
TOWER CLOCKS.
MARBLE CLOCKS.
BRONZE CLOCKS.
COUCOU CLOCKS.
VIENNA REGULATORS.
AMERICAN LOCKS
G. W. RUSSELL,
No. 22 NORTH SIXTH STREET.

ALEXANDER G. CATTELL & CO.
PRODUCE COMMISSION MERCHANTS,
No. 26 NORTH WHARVES
AND
No. 27 NORTH WATER STREET,
PHILADELPHIA.
ALEXANDER G. CATTELL. ELIJAH CATTELL.

SPECIAL NOTICES.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE STATE OF PENNSYLVANIA BANK, to be located at Philadelphia, with a capital of five hundred thousand dollars, with the right to ncrease the same to ten million dollars.

PHILADELPHIA AND READING RAILROAD COMPANY, Office No. 227 S. FOURTH Street, Philadelphia, June 29, 1870.
DIVIDEND NOTICE.
The Transfer Books of this Company will be closed on the 7th of July next and reopened on Wednesday, July 20.
A Dividend of FIVE PER CENT. has been declared on the Preferred and Common Stock, clear of National and State taxes, payable in cash on and after the 22d of July next to the holders thereof as they stand registered on the books of the Company at the close of business on the 7th July next. All payable at this office.
All orders for dividends must be witnessed and stamped. S. BRADFORD,
6 29 1m Treasurer.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE ANTHRACITE BANK, to be located at Philadelphia, with a capital of five hundred thousand dollars, with the right to increase the same to two million dollars.

THE UNION FIRE EXTINGUISHER
COMPANY OF PHILADELPHIA
Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.
D. T. GAGE,
5 30 tf No. 118 MARKET St., General Agent.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE SOUTHWARK BANKING COMPANY, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to one million dollars.

TREGO'S TEABERRY TOOTHWASH.
It is the most pleasant, cheapest and best dentifrice extant. Warranted free from injurious ingredients.
It Preserves and Whitens the Teeth!
Invigorates and Soothes the Gums!
Purifies and Perfumes the Breath!
Prevents Accumulation of Tartar!
Cleanses and Purifies Artificial Teeth!
Is a Superior Article for Children!
Sold by all druggists and dentists.
A. M. WILSON, Druggist, Proprietor,
3 2 10m Cor. NINTH AND FILBERT Sts., Philada.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE IRON BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to one million dollars.

THE IMPERISHABLE PERFUME!—AS A rule, the perfumes now in use have no permanency. An hour or two after their use there is no trace of perfume left. How different is the result succeeding the use of MURRAY & LANMAN'S FLORIDA WATER! Days after its application the handkerchief exhales a most delightful, delicate, and agreeable fragrance. 3 1 tuths$

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE KEYSTONE STATE BANK, to be located at Philadelphia, with a capital of two hundred and fifty thousand dollars, with the right to increase the same to five hundred thousand dollars.

HEADQUARTERS FOR EXTRACTING Teeth with fresh Nitrous-Oxide Gas. Absolutely no pain. Dr. F. R. THOMAS, formerly operator at the Colton Dental Rooms, devotes his entire practice to the painless extraction of teeth. Office, No. 911 WALNUT Street. 1 26

GENT.'S FURNISHING GOODS.

PATENT SHOULDER-SEAM
SHIRT MANUFACTORY,
AND GENTLEMEN'S FURNISHING STORE.
PERFECTLY FITTING SHIRTS AND DRAWERS made from measurement at very short notice.
All other articles of GENTLEMEN'S DRESS GOODS in full variety.
WINCHESTER & CO.,
1 1 2 No. 706 CHESNUT Street.

HAIR CURLERS.

THE HYPERION
HAIR CURLERS,
AN INDISPENSABLE ARTICLE FOR THE LADIES
(Patented July 9, 1867.)
This Curler is the most perfect invention ever offered to the public. It is easily operated, neat in appearance and will not injure the hair, as there is no heat required, nor any metallic substance used to rust or break the hair Manufactured only, and for sale wholesale and retail, by
McMILLAN & CO.,
5 23 6m No. 63 North FRONT Street, Philadelphia.
Sold at all Dry Goods, Trimming and Notion Stores.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.
Drawings and specifications for all work done the establishment free of charge, and work guaranteed.
The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.
JACOB C. NEAFIE,
JOHN P. LEVY,
3 15§ BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO.,
JOHN H. MURPHY, President,
PHILADELPHIA, PA.
MANUFACTURE WROUGHT-IRON PIPE and Sundries for Plumbers, Gas and Steam Fitters.
WORKS, TWENTY-THIRD and FILBERT Streets.
Office and Warehouse,
4 1 No. 42 N. FIFTH Street.

WINES.

CHOICE TABLE
CLARETS.
ALBERT C. ROBERTS,
Dealer in Fine Groceries,
11 7§ Corner ELEVENTH and VINE Streets.

WHISKY, WINE, ETC.

CARSTAIRS & McCALL,
No. 126 Walnut and 21 Granite Sts.,
IMPORTERS OF
Brandies, Wines, Gin, Olive Oil, Etc.,
WHOLESALE DEALERS IN
PURE RYE WHISKIES.
IN BOND AND TAX PAID. 28 2p§

WILLIAM ANDERSON & CO., DEALERS in Fine Whiskies,
No. 146 North SECOND Street,
Philadelphia.

SUMMER RESORTS.

BELMONT HALL
SCHOOLEY'S MOUNTAIN, N. J.,
IS NOW OPEN.
This favorite resort has been greatly improv and enlarged, and offers superior inducements those seeking a healthy, quiet, and fashionable re treat for the summer at reduced prices.
7 11 1m D. A. CROWELL, Proprietor.

LAKE GEORGE—LAKE HOUSE, CALD well, N. Y.—Best of accommodations for famili and gentlemen.
Board per day, $3·50; from June 1 to July 1, $14 p week; for the season, $14 to $17·50, according to room; f the months of July and August, $17·50; August, $21.
Open from June 1 to October 20. Address
6 6 2m H. J. BOOKWELL.

CHITTENANGO
WHITE SULPHER SPRINGS,
Madison county, N. Y.
First-class Hotel, with every requisite.
Drawing-room and sleeping-cars from New York cit via Hudson River Railroad at 8 A. M. and 6 P. M., wit out change. Send for circular. 6 6 2m

BEESLEY'S POINT HOTEL, CAPE MAY CO, N. J., is now open for the reception of visito
W. D. WOOD,
6 30 1m* Proprietor.

CAPE MAY.

McMAKIN'S ATLANITC HOTE CAPE MAY. Rebuilt since the late fire and read for guest Open during the year. Is directly on the s shore, with the best bathing beach of the Capes.
Terms, for the summer, $3·50 per day and $21 per wee
Coach from depot free. No Bar
5 24 tuths3m JOHN McMAKIN, Proprietor.

THE PHILADELPHIA HOUS
CAPE ISLAND, N. J.,
IS NOW OPEN.
The house been greatly enlarged and improved, offers superior inducements to those seeking a quiet pleasant home by the sea-side at a moderate price.
Address, E. GRIFFITHS, No. 1004 CHESNUT Str or Cape May 6 16 2m

OCEAN HOUSE, CAPE MAY, N. J.—THE BES table on Cape Island. Numerous home-li comforts, location within fifty yards of the be bathing on the beach, are the principal advantag possessed by this first-class family hotel. No bar o the premises. WESTIE & SAWYER,
6 30 1m* Proprietors.

TREMONT HOUSE, CAPE MAY, N. J.—This House is now open for the reception of gues Rooms can be engaged at No. 1903 MOUNT VERNO Street, until July 1.
6 16 2m MRS. E. PARKINSON JONES.

THE COLUMBIA HOUSE, AT CAPE MAY, again under the management of GEORGE BOLTON, who is also proprietor of Bolton's Hote at Harrisburg, Pa. 7 9stuth23t

S. W. CLOUD'S COTTAGE FOR BOARDER FRANKLIN, opposite Hughes street, Ca Island. 7 8 1m*

ATLANTIC CITY.

UNITED STATES HOTEL
ATLANTIC CITY, N. J.,
IS NOW OPEN.
Reduction of Twenty Per Cent. in t Price of Board.
Music under the direction of Professor M. F. Aledo.
Terms, $20 per week.
Persons desiring to engage rooms will address.
BROWN & WOELPPER, Proprietors,
No. 827 RICHMOND Street, Philadelphia
26 thstulm 6 26 dlm 7 26 thstulm

BARR'S "CONSTITUTION HOUSE," CORNE ATLANTIC and KENTUCKY Avenues, Atla tic City, N. J.
This well-known House is new open for the re ception of guests. MRS. M. A. LEEDS,
Late of Seaview House.
The bar will be under the superintendence of th late proprietor, and will be open in conjunction wit the other part of the house.
7 9 stuth1m* HUGH BARR.

SURF HOUSE, ATLANTIC CITY, N. J. is [now open for the] season. Besides the a vantage of location this house enjoys, and the fin bathing contiguous to it, a railroad has been construct since last season to convey guests from the hotel to th beach. The house has been overhauled and refitte throughout, and no pains will be spared to make it, i every particular,
A FIRST-CLASS ESTABLISHMENT.
6 11 2m J. FREAS, Proprietor.

LIGHTHOUSE COTTAGE
Located between United States Hotel and the beach.
ATLANTIC CITY, N. J.
BOARD REDUCED.
Open from June 1 to October 1.
6-1-2m JONAH WOOTTON, Proprietor.

THE WILSON COTTAG
ATLANTIC CITY.
A new and well-furnished Boarding-house NORTH CAROLINA Avenue, near the Depot.
Terms to suit.
7 6 1m* ROBERT L. FUREY, Proprietor.

BEACH COTTAGE, ATLANTIC CITY.—NO open. A first-class Family Boarding Hous MICHIGAN Avenue, near the Beach. NO BA Terms to suit all. Apply to J. B. DOYLE, Propri tor, or E. F. PARROTT, No. 35 N. EIGHTH Stree corner of Filbert. 7 11 m

HEWITT HOUSE, ATLANTIC CITY, N. —This favorite house has been removed two squar nearer the ocean, and is now on PENNSYLVANIA Av nue, next to the Presbyterian church. It is now open f the season.
6 11 stuth2m A. T. HUTCHINSON, Proprietress.

NEPTUNE COTTAGE (LATE MANN' COTTAGE), PENNSYLVANIA Avenue, first hou below the Mansion House, Atlantic City, is NOW OPE to receive Guests. All old friends heartily welcome, a new ones also. MRS. JOHN SMICK,
6 11 2m Proprietress.

MACY HOUSE, MASSACHUSETTS AVENU Atlantic City, is open the entire year. Sit ated near the best bathing. Has large airy room with spring beds. Terms $15 per week.
6 25 6w GEORGE H. MACY, Proprietor.

COTTAGE RETREAT ATLANTIC CIT N. J., is now open for the reception of guests.
Terms moderate. MRS. McCLEES,
6 11 stuth 2m Proprietress.

PENN MANSION (FORMERLY ODD FE lows' Retreat), ATLANTIC CITY, is now in th hands of its former proprietor, and is open for the seas
6 11 2mood WM. M. CARTER, Proprietor.

CENTRAL HOUS
ATLANTIC CITY, N. J.,
is NOW OPEN for the reception of guests.
6 11 6w LAWLOR & TRILLY, Proprietors.

THE "CHALFONTE," ATLANTIC CITY, J., is now open. Railroad from the house to th beach. ELISHA ROBERTS,
6 11 3m Proprieto

INSTRUCTION.

EDGEHILL, MERCHANTVILLE, N. J., WILL opened for SUMMER BOARDERS from July 1 September 15, 1870.
The House is new and pleasantly located, wit plenty of shade. Rooms large and airy, a numb of them communicating, and with first-cla board.
A few families can be accommodated by applyi early.
For particulars call on or address
REV. T. W. CATTELL,
7 1 Merchantville, N. J.

RIVERVIEW MILITARY ACADEMY, POUGH KEEPSIE, N. Y.
OTIS BISBEE, A. M., Principal and Proprietor.
A wide-awake, thorough-going School for boy wishing to be trained for Business, for Co lege, or for West Point or the Naval Ac demy. 7 16 stuth1m

H. Y. LAUDERBACH'S ACADEMY, ASSEMBL BUILDINGS, No. 108 S. TENTH Stree Applicants for the Fall Term will be received o and after August 16. Circulars at Mr. Warburton' No. 430 Chesnut street. 5 30tf

LEGAL NOTICES.

LETTERS TESTAMENTARY UPON TH estate of L. M. HART, deceased, having bee granted to the undersigned, persons owing sa estate will make payment, and those having claim against it will present them to
HENRY McALLISTER, Jr.,
7 14 th 6w Administrator.

COTTON SAIL DUCK AND CANVAS, OF AL numbers and brands. Tent, Awning, Trun and Wagon-cover Duck. Also, Paper Manufac turers' Drier Felts, from thirty to seventy-s inches, with Paulins, Belting, Sail Twine, etc.
JOHN W. EVERMAN,
No. 10 CHURCH Street (City Stores).

NEWS SUMMARY.

City Affairs.

—James A. Freeman, auctioneer, sold yesterday at noon, at the Exchange, the following:—

1-16 share of the schooner Hattie Page	$800
1-8 interest of schooner Vrai	950
1-8 interest in schooner L. Q. C. Wishart	1000
Two-story brick dwelling, Ninth street, above Watkins street, lot 16 by 70 feet, subject to $21 per annum	1200
Three-story brick dwelling, No. 2504 Pine street, lot 16 by 84 feet, subject to $48 ground rent	1000
Four-story brick store and dwelling, No. 1841 Lombard street, lot 16 by 49 feet, subject to $18 ground rent	1550
Frame dwelling and lot, No. 3421 Market street, lot 25 by 100 feet	3000
Three-story brick store and dwelling, No. 3457 Ludlow street, lot 17½ by 100 feet	1600
Distillery and dwelling, York street, near Salmon	1000

—While proceeding to the fire on South Front street yesterday afternoon, the axle of the Western Steam Fire Engine was broken in turning out of the railroad track on Chesnut street, above Second.

—Arrangements are now being made for a grand parade of the American Protestant Association in this city on the 8th of September next. Mr. John Fullerton, of No. 15, has been selected as Grand Marshal.

—The peach crop, which is ripening very fast, will be a large one. On Tuesday thirteen car loads were sent to New York from Delaware and five to this city. Some of the better quality of peaches are now coming in.

Domestic Affairs.

—Gold closed yesterday at 121½.

—Hon. J. E. Stephenson, of Ohio, declines to be a candidate for re-election to Congress.

—Generals Sheridan and Forsyth sailed for Europe yesterday.

—Subscriptions for wounded Prussian soldiers in New York amount to $30,000.

—Two hundred Mormons arrived at New York yesterday, on their way to Utah. Four hundred more are on the way.

—A bill has been brought in against O'Neill, the Fenian, by the Grand Jury at Windsor, Vt.

—Hon. William H. Armstrong was yesterday renominated in Lycoming county for Congress.

—Nine hundred recruits for the Prussian army have already been enrolled at the German Consulate in New York.

—About a hundred men, supposed to be members of the Big Horn expedition, are with the Crow Indians on Big Horn river.

—Paul Schoeppe, the condemned murderer, asks the Governor for his liberty, that he may go and fight "that impudent man, Louis Napoleon."

—During the late heated term over six hundred cases of sunstroke were reported in New York, and more than two hundred resulted fatally.

—Malone, the murderer of Colonel Buell, was captured near Leavenworth on Tuesday. He was so wounded by his captors that he is not expected to survive.

—A motion was yesterday made before Chief Justice Pearson at Raleigh N. C., to attach Governor Holden for contempt in not surrendering his prisoners as ordered.

THE OCEAN YACHT RACE.

THE CAMBRIA THE WINNER.

NEW YORK, July 27—4 P. M.—The Cambria has just arrived at Sandy Hook.

The Dauntless is reported in sight off the Highlands.

NEW YORK, July 27.—The announcement of the Cambria's arrival created great excitement in this city, the colors of the yacht being promptly displayed from the City Hall, and her victory announced by the firing of cannon in City Hall Park. The Cambria proceeded up the bay, flying the stars and stripes at her fore, and attended by numerous tugs, yachts, and craft of various descriptions, and came to anchor off Stapleton, Staten Island, at half-past 4. Her progress up the harbor was greeted with a demonstration of welcome from all passing and accompanying vessels, which the Cambria acknowledged by her colors. The Cunarder Scotia and Cuba, of the same line, just entering port, fired salutes as they passed the Cambria. The Long Branch steamer Plymouth Rock, however, made no recognition of the winning yacht. A number of tugs and yachts, gaily decorated, went down to the Cambria from the city, and hearty and cordial congratulations were exchanged with the victors.

The Cambria passed Sandy Hook at 3·45 P. M., and the Dauntless at 4·55 P. M.

The sailing master of the Cambria says that the yacht never sighted the Dauntless after the night of the start. She reached Cape Race in eighteen days; had many fogs and saw many icebergs. The greatest run any one day was 208 miles. She passed Sandy Hook light-ship one hour and thirty minutes ahead of the Dauntless. The sailing master also says the Cambria passed a pilot boat last night, and the Dauntless passed the same vessel, which remained about stationary twelve hours afterwards. Lorillard, who was a passenger on the Dauntless, reports that she lost two men overboard, and spent two hours and a half in vain efforts to pick them up. The Cambria proceeds to the Navy Yard to-morrow to be overhauled. It is understood she will go to the West Indies after the regatta in this harbor.

The log of the Cambria states that the yachts lost sight of each other at 8 P. M., July 4, when the Cambria made out the Dauntless two miles on the lee bow.

July 5, at 1·30 A. M., the Cambria tacked, her course N. W. by N,; at noon, 56 miles S. W. of Cape Clear. At 8 P. M. reefed mainsail, very heavy sea running and ship behaving nobly. July 6, weather moderating, but thick, cloudy and rain. Distance run, 179 miles. July 7, weather improved; clear at 4 A. M. Distance run, 142 miles.

July 8. Becalmed, at 3·30 A. M. Foretopsail backstays gave way, causing foretopmast to go over the side, carrying away the foretopsail and jib topsail; all hands employed in clearing wreck and getting sail aboard.

July 10. Storm apparently approaching, and foretopmast was housed; distance sailed, 47 miles. July 11. Heavy sea, shipping great quantities of water; at times main and foresails double reefed; maintopmast housed and everything snug; yacht behaved nobly: distance sailed, 133 miles. July 12. Weather unchanged; distance sailed, 140 miles.

July 13. Weather moderated; distance sailed, 141 miles. July 14. At noon, tacked ship; lat. 50·52, long. 42·46; sailed 174 miles. July 15. Weather thick; sailed 214 miles. July 16. Sailed 92 miles.

July 17. Weather extremely cold; passed several icebergs; distance sailed, 61 miles.

July 18. Sighted St. John light; at 4 A. M. tacked ship; at 6 P. M., sighted Cape Race; distance sailed, 180 miles.

July 19. Thick fogs; distance sailed, 104 miles; at 6 P. M. foretopmast went over side, carrying away foretopsail and jibtopsail.

July 20. Light and clear. Carpenter employed in scraping remains of two topmasts ready to be prepared for another break. Distance sailed 144 miles.

July 21. Sent second maintopsail aloft. Distance sailed, 169 miles. July 22. Distance sailed, 158 miles. July 23. Distance sailed, 76 miles. July 24. Tacked ship. Distance sailed, 158 miles. July 25. At 7·30 P. M. pilot came on board. Nantucket Lightship, 25 miles N. W. by N. at 10·30. Distance sailed, 85 miles. July 26. Distance sailed, 82 miles. July 27. At 11 A. M. head, stiff breeze, which brought us to Sandy Hook at 3·30 P. M.

THE LOG OF THE DAUNTLESS

shows:—July 5. Ran 103 miles, fresh westerly wind, haze. 6. 90 miles, variable winds, heavy head swells, cloudy. 7. 140 miles, heavy gales; James W. Loop, Charles Scott, and Albert Demar, overboard while furling flying jib; hove to two hours; got out boat; reluctantly compelled to give them up. 9. 210 miles, fresh gales and rough sea, which moderated to moderate breezes; smooth sea. 10. 122 miles; night squally, heavy head sea; split fore staysail; broke jib-boom; hove to for an hour. 11. 155 miles. 12. 81 miles. 13. 130 miles. 14. 155 miles. 15. 148 miles. 16. 150 miles. 17. 70 miles. 18. 68 miles; light winds. 19. 145 miles; squally. 20. 225 miles; pleasant weather. 21. 110 miles. 22. 191 miles. 23. 52 miles; foggy. 24. 120 miles; variable weather. 25. 93 miles; foggy; at 3 P. M. sounded in 40 fathoms. 26. 95 miles. 27. 18 miles, passing Sandy Hook light-ship at 4·47 P. M.

The Athletics Beat the Red Stockings.

CINCINNATI, July 27.—The base ball game between the Red Stockings and the Athletics of Philadelphia, this afternoon, resulted in a victory for the Athletics. The following is the score:—

	1	2	3	4	5	6	7	8	9	
Red Stockings	0	0	0	0	0	1	2	2	2	7
Athletics	0	0	0	1	4	1	2	1	2	11

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES	4·32	MOON SETS	..
SUN SETS	7·20	HIGH WATER	1·47

PHILADELPHIA BOARD OF TRADE.

THOMAS G. HOOD,
CHRIS. J. HOFFMAN,
THOMAS C. HAND,
} COMMITTEE OF THE MONTH.

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.

Parana	London	New York	July	6
Dorian	Glasgow	New York	July	13
Australia	Glasgow	New York	July	16
Etna	Liverpool	New York via H.	July	16
Tarifa	Liverpool	New York v B.	July	19
Sidon	Liverpool	New York	July	19
Virginia	Havre	New York	July	19
Minnesota	Liverpool	New York	July	20
England	Liverpool	New York	July	20
Sidonian	Glasgow	New York	July	20
C'y of London	Liverpool	New York	July	21

FOR EUROPE.

Calabria	New York	Liverpool	July	28
Parana	New York	London	July	30
France	New York	Liverpool	July	30
Anglia	New York	Glasgow	July	30
C. of Paris	New York	Liverpool	July	30
Manhattan	New York	Liverpool	Aug.	3
Ville de Paris	New York	Havre	Aug.	6
C. of London	New York	Liverpool	Aug.	6
Italy	New York	Liverpool	Aug.	6
Australia	New York	Glasgow	Aug.	6
Etna	New York	Liverpool	Aug.	9

COASTWISE, DOMESTIC, ETC.

Missouri	New York	Havana	July	28
Prometheus	Philadelphia	Charleston	July	29
Wyoming	Philadelphia	Savannah	July	30
Cuba	Baltimore	N.Orls.via K.W.	Aug.	1
Pioneer	Philadelphia	Wilm'gton, N.C.	Aug.	2
Morro Castle	New York	Havana	Aug.	4
Rising Star	New York	Aspinwall	Aug.	5
Yazoo	Philadelphia	New Orleans	Aug.	18

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Steamship Aries, Wiley, Boston, H. Winsor & Co.
St'r Bristol, Wallace, New York, W. P. Clyde & Co.
Bark Brunswick, Fitts, Cork, for orders, Workman & Co.
N. G. brig Stadt Basil, Walrave, Konigsburg, Peter Wright & Sons.
Br. brig Southern Cross, Brown, Barbadoes, L. Westergaard & Co.
Brig M. C. Mariner, Mariner, Beverly, J. C. Scott & Sons.
Schr Teazer, Salem, do.
Schr Raven's Wing, York, Chelsea, do.
Schr Webster Barnard, Smith, Jacksonville, Lennox & Burgess.
Schr C. H. Moller, Brown, Saco, Weld, Nagle & Co.
Schr James L. Malloy, Russell, Boston, do.
Schr T. E. French, Doughty, Wilmington, N. C., C. Haslam & Co.
Schr E. J. Palmer, Smoot, Baltimore, captain.

ARRIVED YESTERDAY.

Steamer Tacony, Nichols, 24 hours from New York, with mdse. to W. M. Baird & Co.

Steamer W. C. Pierrepont, Shropshire, 24 hours from New York, with mdse. to W. M. Baird & Co.

Br. bark Carleton, Durkee, 10 days fm Yarmouth, N. S., in ballast to B. Crawley & Co.

Brig Kate Foster, Fisk, from Calais, with lumber to J. W. Gaskill & Sons—vessel to Warren & Gregg.

Schr Harry Lee, Barrett, 3 days from Wilmington, N. C., with lumber to Patterson & Lippincott—vessel to C. Haslam & Co.

Schr Archer & Reeves, Ireland, 5 days from Richmond, with mdse. to C. Haslam & Co.

Schr Aurora, Artis, 1 day from Frederica, Del., with grain to Christian & Co.

Correspondence of The Evening Telegraph.

EASTON & McMAHON'S BULLETIN.

NEW YORK OFFICE, July 27.—Two barges leave in tow to-night, for Baltimore, light.

BALTIMORE BRANCH OFFICE, July 27.—The following barges leave in tow to-night, eastward:—Charles Albemarle, J. W. Andrews, John Hawkins, and Mary X, with coal, for New York.

PHILADELPHIA BRANCH OFFICE, July 28.—The Bella Daniels, with wheat, for New York, left yesterday. L. S. C.

(By Telegraph.)

LEWES, Del., July 27—A. M.—Steamer America reports at the Brown this A. M., ship Dictator,*from Liverpool (perhaps the Speculator, from Ardrossan); bark Mary Mowe (?), from Liverpool; schr Mary E. Fenwick (probably for Fernandina).

Went to sea this A. M., ship Progress, bark Village Belle, and brig Southern Cross.

In harbor, brig Harry Stewart and st'r America.

Wind W., blowing fresh. Thermometer, 90.

P. M.—Went to sea to-day, brig M. L. B.

Two schooners are beating in this P. M.

Below, a ship and barkentine.

In harbor, brig Harry Stewart, for Philadelphia.

Wind N. Thermometer, 95.

4·45 P. M.—The ship below is the Gold Hunter, fm Liverpool; the barkentine is for Kaighn's Point.

MEMORANDA.

Steamer Cuba, from Liverpool, arrived at New York yesterday.

Steamer W. P. Clyde, from New York, arrived at Wilmington, N. C., yesterday.

Steamer Catharine Whiting, for New York, sailed from Charleston yesterday.

Steamer City of Merida, Deaken, sailed from Havana 18th inst. for Sisal and Vera Cruz.

Steamer San Francisco, Wilson, cleared at New York yesterday for Hamilton, Bermuda.

Steamer De Soto, Norton, cleared at New Orleans 22d inst. for New York via Havana.

N. G. steamer Cimbria, Hebich, from Hamburg 13th, via Havre 16th inst., at New York yesterday, with 627 passengers.

Fr. steamer Ville de Paris, Surmount, from Havre 15th and Brest 16th, at New York 26th inst., with 150 passengers.

Steamer Mississippi, Quick, at New Orleans 24th inst. from New York.

Steamer United States, Blanchard, sailed from New Orleans 24th inst. for New York.

Steamer Rattlesnake, Winnett, hence, at Boston 25th inst., 11 P. M.

Brig Vavalla Williams, Williams, hence, at Mobile 22d inst.

Brig Samuel Welsh, Darrah, cleared at Boston 25th inst. for Richmond.

Brig J. W. Drisko, Haskell, hence, at Boston 26th instant.

Brig Essex, Sleeper, hence, at Boston 26th inst.

Schrs I. Messervey, and H. W. Godfrey, hence, at Charleston yesterday.

Schrs B. F. Reeves, from Salem for Philadelphia; and Charles H. Rogers, from Rockport for do., at Holmes' Hole 26th inst.

Schr James Alderdice, Willetts, for Philadelphia, sailed from Newburyport 25th inst.

Schrs Julia E. Pratt, Nickerson; John S. Detwiler, Reed; H. B. McCauley, Vickers; and Mary Louise, Simpson, hence, at Boston 26th inst.

Schrs Brandywine, Adams; Armenia, Cole; and E. H. Atwood, Brown, hence, at Providence 25th inst.

Schrs Mary D. Ireland, Ireland, for Philadelphia, and Gust, Martin, for Trenton, sailed from Providence 25th inst.

Schr Charles S. Rogers, Pettingill, at Rockport, Me., 21st inst. from Boston, to load stone for Philadelphia.

Schr Ettie, Woolford, hence, at Richmond 26th inst.

Schr Maggie P. Smith, Grace, from Philadelphia for Boston, at Holmes' Hole 25th inst.

Schr Clara Smith, Smith, hence, at Portsmouth 24th inst.

Schr Helen Mar, Nickerson, from Boston for Philadelphia, at New York 25th inst.

Schr Mary E. Vancleaf, Jones, at Wilmington, Del., 26th inst. from Savannah.

Schr J. Maxfield, May, hence, at Boston 25th inst.

Schr Lath Rich, Paddock, for Philadelphia, returned to New Bedford 25th inst.

Schr Anna Leland, Bennett, and Black Diamond, Morrill, hence, at Rockport, Me., 12th inst.

MISCELLANY.

Steamer Leopard, in going through the draw at the Chain Bridge, Newburyport, on Saturday, took a sudden shear, and striking against the pier with considerable force drove the anchor stick through the iron plating about four feet above the water, making quite a large hole. Another sheet of iron will make it all good again.

U. S. schr Phares, in going into Portland harbor recently, endeavored to make a short cut from Cape Elizabeth Lights, by running inside the buoy near Broad Cove, in doing which she struck a rock and injured her keel slightly.

The American ship Emily Farnum, of 1194 tons, Captain Lord, which completed her cargo at Tybee roads on Saturday, has on board one of the largest cargoes of lumber ever taken from Savannah. She is destined for South America, and was freighted with 664,000 feet planks, beam fillings, and railroad sleepers.

A letter from the owners of the American ship Santee states that that vessel (as was supposed) was wrecked near Fowey Head, West coast of Ireland, while bound from Callao to Queenstown, on the 30th of last December, and that all on board perished.

NOTICE TO MARINERS.

FLYING PAN LIGHTSHIP.—Steamer Cleopatra, from New York, which arrived at Savannah 22d inst., reports the Light Vessel on Frying Pan Shoals (which was reported as not on her station 19th), as being in her place at 5½ o'clock afternoon of 21st.

LUMBER.

1870 SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1870

1870 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1870

1870 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1870

1870 WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1870

1870 UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1870

1870 SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS, HICKORY. 1870

1870 CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1870

1870 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1870

1870 CEDAR SHINGLES. CYPRESS SHINGLES. 1870

MAULE, BROTHER & CO.,
115 No. 2500 SOUTH Street.

PANEL PLANK, ALL THICKNESSES.—
COMMON PLANK, ALL THICKNESSES.
1 COMMON BOARDS.
1 and 2 SIDE FENCE BOARDS.
WHITE PINE FLOORING BOARDS.
YELLOW AND SAP PINE FLOORINGS, 1¼ and 4½ SPRUCE JOIST, ALL SIZES.
HEMLOCK JOIST, ALL SIZES.
PLASTERING LATH A SPECIALTY.
Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ,
5 31 6m No. 1715 RIDGE Avenue, north of Poplar St.

United States Builders' Mill,
FIFTEENTH Street below Market.

ESLER & BROTHER,
PROPRIETORS. [4 29 3m

Wood Mouldings, Brackets and General Turning Work, Hand-rail Balusters and Newel Posts.
A LARGE ASSORTMENT ALWAYS ON HAND.

SAFE DEPOSIT COMPANIES.

THE PHILADELPHIA TRUST
SAFE DEPOSIT
AND INSURANCE COMPANY,
OFFICE AND BURGLAR-PROOF VAULTS IN
THE PHILADELPHIA BANK BUILDING.
No. 421 CHESNUT STREET.
CAPITAL, $500,000.

For SAFE-KEEPING of GOVERNMENT BONDS and other SECURITIES, FAMILY PLATE, JEWELRY, and other VALUABLES, under special guarantee, at the lowest rates.

The Company also offer for Rent at rates varying from $15 to $75 per annum, the renter alone holding the key, SMALL SAFES IN THE BURGLAR-PROOF VAULTS affording absolute SECURITY against FIRE, THEFT, BURGLARY, and ACCIDENT.

All fiduciary obligations, such as TRUSTS, GUARDIANSHIPS, EXECUTORSHIPS, etc., will be undertaken and faithfully discharged.

Circulars, giving full details, forwarded on application.

DIRECTORS.

Thomas Robins,	Benjamin B. Comegys,
Lewis R. Ashhurst,	Augustus Heaton,
J. Livingston Erringer,	F. Ratchford Starr,
R. P. McCullagh,	Daniel Haddock, Jr.,
Edwin M. Lewis,	Edward Y. Townsend,
James L. Claghorn,	John D. Taylor,

Hon. Wm. A. Porter.

OFFICERS.

President—LEWIS R. ASHHURST.
Vice-President—J. LIVINGSTON ERRINGER.
Secretary and Treasurer—R. P. McCULLAGH.
Solicitor—RICHARD L. ASHHURST. 2 1 mth 6m

BOOTS AND SHOES.

BARTLETT,
FINE CUSTOM-MADE
BOOTS AND SHOES.
Made on our improved Lasts, insuring Comfort Beauty and Durability.
No. 33 SOUTH SIXTH STREET,
1 13 thstuD31 ABOVE CHESNUT.

WATCHES.

C. & A. PEQUIGNOT,
MANUFACTURERS OF
WATCH CASES,
AND DEALERS IN AMERICAN AND FOREIGN
WATCHES,
No. 608 CHESNUT Street.
MANUFACTORY, No. 22 South FIFTH Street.

CORDAGE, ETC.

WEAVER & CO.,
ROPE MANUFACTURERS
AND
SHIP CHANDLERS,
No. 29 North WATER Street and
No. 28 North WHARVES, Philadelphia.
ROPE AT LOWEST BOSTON AND NEW YORK PRICES. 4 1

CORDAGE.
Manilla, Sisal and Tarred Cordage
At Lowest New York Prices and Freights.
EDWIN H. FITLER & CO.,
Factory, TENTH St. and GERMANTOWN Avenue.
Store, No. 23 N WATER St. and 22 N DELAWARE Avenue.

SHIPPING.

LORILLARD'S STEAMSHIP LINE
FOR
NEW YORK
SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY,
are now receiving freight at
5 cents per 100 pounds,
2 cents per foot, or 1-2 cent per gallon, ship option.
INSURANCE ⅛ OF 1 PER CENT.
Extra rates on small packages iron, metals, etc.
No receipt or bill of lading signed for less than 50 cents.
The Line would call attention of merchants generally to the fact that hereafter the regular shippers by this line will be charged only 10 cents per 100 lbs., or 4 cents per foot, during the winter seasons.
For further particulars apply to
JOHN F. OHL,
28 PIER 19, NORTH WHARVES.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.
The YAZOO will sail for New Orleans direct, on Thursday August 18, at 8 A. M.
The YAZOO will sail from New Orleans, via Havana on Friday, August 5.
THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, Indianola, Lavacca, and Brazos and to all points on the Mississippi river between New Orleans and St. Louis. Red River freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.
The TONAWANDA will sail from Savannah on Saturday, July 30, at 8 A. M.
The WYOMING will sail for Savannah on Saturday, July 30.
THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.
The PIONEER will sail for Wilmington on Tuesday, August 2, at 6 A. M. Returning, will leave Wilmington Saturday, August 9.
Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.
Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at as low rates as by any other route.
Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.
WILLIAM L. JAMES, General Agent.
6 15 No. 130 South THIRD Street.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.
ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE.
This line is now composed of the following first-class Steamships, sailing from PIER 17, below Spruce street, on FRIDAY of each week at 8 A. M.:—
ASHLAND, 800 tons, Captain Crowell.
J. W. EVERMAN, 692 tons, Captain Hinckley.
PROMETHEUS, 600 tons, Captain Gray.
JULY, 1870.
Prometheus, Friday, July 1.
J. W. Everman, Friday, July 8.
Prometheus, Friday, July 15.
J. W. Everman, Friday, July 22.
Prometheus, Friday, July 29.
Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Southwest.
Freights forwarded with promptness and despatch.
Rates as low as by any other route.
Insurance one-half per cent., effected at the office in first-class companies.
No freight received nor bills of lading signed after 3 P. M. on day of sailing.
SOUDER & ADAMS, Agents,
No. 3 DOCK Street,
Or WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES.
WILLIAM A. COURTENAY, Agent in Charleston. 6 24

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE,
THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.
INCREASED FACILITIES AND REDUCED RATES FOR 1870.
Steamers leave every WEDNESDAY and SATURDAY at 12 o'clock noon, from FIRST WHARF above MARKET Street.
RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.
No Bills of Lading signed after 12 o'clock on sailing day.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.
Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.
No charge for commission, drayage, or any expense of transfer.
Steamships insure at lowest rates.
Freight received daily.
State Room accommodations for passengers.
WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 15

FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Royal Mail Steamers are appointed to sail as follows:—
City of Antwerp (via Halifax), Tuesday, July 26, at 1 P. M.
City of Paris, Saturday, July 30, at 7 A. M.
City of London, Saturday, August 6, at 2 P. M.
Etna (via Halifax), Tuesday, August 9, at 1 P. M.
and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.
RATES OF PASSAGE.

Payable in gold.		Payable in currency.	
First Cabin	$75	Steerage	$30
To London	80	To London	35
To Paris	90	To Paris	38
To Halifax	20	To Halifax	15

Passengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates.
Tickets can be bought here at moderate rates by persons wishing to send for their friends.
For further information apply at the company's office.
JOHN G. DALE, Agent, No. 15 Broadway, N. Y.;
Or to O'DONNELL & FAULK, Agents,
4 5 No. 402 CHESNUT Street, Philadelphia.

FOR NEW YORK,
via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY.
The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.
THROUGH IN TWENTY-FOUR HOURS.
Goods forwarded by all the lines going out of New York, North, East, or West, free of commission.
Freights received at low rates.
WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue.
JAMES HAND, Agent,
No. 119 WALL Street, New York. 3 4 1

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.
Steamers leave regularly every Saturday at noon from the first wharf above Market street.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.
HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.
WILLIAM P. CLYDE & CO., Agents.
Captain JOHN LAUGHLIN, Superintendent.
Office, No. 12 South Wharves, Philadelphia. 4 11

ONLY DIRECT LINE TO FRANCE.
THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMSHIPS BETWEEN NEW YORK AND HAVRE, CALLING AT BREST.
The splendid new vessels on this favorite route for the Continent will sail from Pier No. 50, North river, every Saturday.
PRICE OF PASSAGE
in gold (including wine),
TO BREST OR HAVRE.
First Cabin $140 | Second Cabin $85
TO PARIS,
(Including railway tickets, furnished on board),
First Cabin $145 | Second Cabin $85
These steamers do not carry steerage passengers.
Medical attendance free of charge.
American travellers going to or returning from the continent of Europe, by taking the steamers of this line avoid unnecessary risks from transit by English railways and crossing the channel, besides saving time, trouble, and expense.
GEORGE MACKENZIE, Agent,
No. 58 BROADWAY, New York.
For passage in Philadelphia apply at Adams Express Company, to H. L. LEAF,
1 27½ No. 320 CHESNUT Street.

FOR NEW YORK, VIA DELAWARE and Raritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.
The steam propellers of this company will commence loading on the 8th of March.
Through in twenty-four hours.
Goods forwarded to any point free of commissions.
Freights taken on accommodating terms.
Apply to
WILLIAM M. BAIRD & CO., Agents,
4 5 No. 132 South DELAWARE Avenue.

INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835.

Office southeast corner of THIRD and WALNUT Streets, Philadelphia.
MARINE INSURANCES
On Vessels, Cargo and Freight to all parts of the world.
INLAND INSURANCES
On goods by river, canal, lake and land carriage all parts of the Union.
FIRE INSURANCES
Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY
November 1, 1869.

$200,000	United States Five Per Cent. Loan, ten-forties	$216,000·00
100,000	United States Six Per Cent. Loan (lawful money)	107,750·00
50,000	United States Six Per Cent. Loan, 1881	60,000·00
200,000	State of Pennsylvania Six Per Cent. Loan	213,950·00
200,000	City of Philadelphia Six Per Cent. Loan (exempt from tax)	200,925·00
100,000	State of New Jersey Six Per Cent. Loan	102,000·00
20,000	Pennsylvania Railroad First Mortgage Six Per Cent. Bonds	450·00
25,000	Pennsylvania Railroad Second mortgage Six per Cent. Bonds	23,625·00
25,000	Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000·00
30,000	State of Tennessee Five Per Cent. Loan	15,000·00
7,000	State of Tennessee Six Per Cent. Loan	4,270·00
12,500	Pennsylvania Railroad Company, 250 shares stock	14,000·00
5,000	North Pennsylvania Railroad Company, 100 shares stock	3,900·00
10,000	Philadelphia and Southern Mail Steamship Company, 80 shares stock	7,500·00
246,900	Loans on Bond and Mortgage, first liens on City Properties	246,900·00
$1,231,400 Par.	Market value,	$1,255,270·0
	Cost, $1,215,622·27.	
	Real Estate	36,000·00
	Bills Receivable for Insurances made	323,700·75
	Balances due at Agencies:—Premiums on Marine Policies, Accrued Interest, and other debts due the Company	65,097·95
	Stock, Scrip, etc., of Sundry Corporations, $4706. Estimated value	2,740·20
	Cash in Bank $168,318·88	
	Cash in Drawer 972·26	169,291·14
		$1,852,100·04

DIRECTORS.

Thomas C. Hand,	Samuel E. Stokes,
John C. Davis,	William G. Boulton,
Edmund A. Souder,	Edward Darlington,
Theophilus Paulding,	H. Jones Brooke,
James Traquair,	Edward Lafourcade,
Henry Sloan,	Jacob Riegel,
Henry C. Dallett, Jr.,	Jacob P. Jones,
James C. Hand,	James B. McFarland,
William C. Ludwig,	Joshua P. Eyre,
Joseph H. Seal,	Spencer McIlvain,
Hugh Craig,	H. Frank Robinson,
John D. Taylor,	J. B. Semple, Pittsburg,
George W. Bernadou	A. B. Berger, Pittsburg,
William C. Houston,	D. T. Morgan, Pittsburg

THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL, Assistant Secretary. 1 1

Life Insurance for the People!

HOMESTEAD
LIFE INSURANCE COMPANY
OF PENNSYLVANIA,
OFFICE:
No. 701 CHESNUT Street,
PHILADELPHIA,

To place Life Insurance within reach of all, has adopted a system of
MONTHLY PAYMENT OF PREMIUMS
Peculiarly adapted to the ability of ALL WORKING FOR SALARIES OR WAGES.
Special attention is called to this Company's
GRADUATING POLICY,
An original feature, designed to protect shareholders in Building Associations, and all others who have borrowed money or purchased property payable in instalments extending over a series of years, by CANCELLING any balance of indebtedness remaining UNPAID in case of DEATH.

THIS COMPANY ISSUES
All the ordinary forms of Life and Endowment Policies at low rates of Premium, on the Participating Plan, with but few restrictions as to occupation, and NONE AS TO TRAVEL OR RESIDENCE.
Pamphlets containing full information may be obtained at the Company's office.
WILLIAM M. SEYFERT, President.
LAURENCE MYERS, Vice-President. R. W. DORPHLEY, Secretary.
B. E. DAVIS, Superintendent of Agencies. [4 9 6m
Active and responsible men wanted as Agents.

FIRE ASSOCIATION.
INCORPORATED MARCH 27, 1820.
OFFICE,
NO. 34 NORTH FIFTH STREET
INSURE
BUILD HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY,
From Loss by Fire (in the City of Philadelphia only).
ASSETS, JANUARY 1, 1870, $1,572,732·25

TRUSTEES.

WM. H. HAMILTON,	CHARLES P. BOWER,
JOHN CARROW,	JESSE LIGHTFOOT,
GEORGE I. YOUNG,	ROBT. SHOEMAKER,
JOS. R. LYNDALL,	PETER ARMBRUSTER,
LEVI P. COATS,	M. H. DICKINSON,
SAMUEL SPARHAWK,	PETER WILLIAMSON,

JOSEPH E. SCHELL.
WM. H. HAMILTON, President.
SAMUEL SPARHAWK, Vice-President.
WILLIAM F. BUTLER, Secretary.

AMUSEMENTS.

PENNSYLVANIA POLYTECHNIC AND ANATOMICAL MUSEUM, No. 1205 CHESNUT Street, three doors above Twelfth, the most complete collection of objects, illustrating Physiology, Pathology, Natural History, etc. Illustrative Lectures every evening. Open 8 A. M. to 10 P. M. 6 6 3m

INSURANCE.

INSURANCE COMPANY
NORTH AMERICA.
JANUARY 1, 1870.
Incorporated 1794. Charter Perpetual.

CAPITAL	$500,000
ASSETS	$2,783,581
Losses paid since organization	$23,000,000
Receipts of Premiums, 1869	$1,991,837·45
Interest from Investments, '69	114,696·74
	$2,106,534·19
Losses paid, 1869	$1,035,386·84

Statement of the Assets.

First Mortgages on City Property	$766,450
United States Government and other Loan Bonds	1,122,846
Railroad, Bank and Canal Stocks	55,708
Cash in Bank and Office	247,620
Loans on Collateral Security	32,558
Notes Receivable, mostly Marine Premiums	321,944
Accrued Interest	20,357
Premiums in course of transmission	85,193
Unsettled Marine Premiums	100,900
Real Estate, Office of Company Philadelphia	30,000
	$2,783,581

DIRECTORS.

Arthur G.	Francis R. Cope,
Samuel W. Jones	Edward H. Trotter,
John A. Brown,	Edward S. Clarke,
Charles Taylor,	T. Charlton Henry,
Ambrose White,	Alfred D. Jessup,
William Welsh,	Louis C. Madeira,
S. Morris Wain,	Charles W. Cushman,
John Mason,	Clement A. Griscom,
George L. Harrison,	William Brockie.

ARTHUR G. COFFIN, President.
CHARLES PLATT, Vice-President.
MATTHIAS MARIS, Secretary.
C. H. REEVES, Assistant Secretary. 2 4

1829. CHARTER PERPETUAL. 1870.
Franklin Fire Insurance Company
OF PHILADELPHIA.
Office, Nos. 435 and 437 CHESNUT St.
Assets Jan. 1, '70, $2,825,731·67
CAPITAL $400,000·00
ACCRUED SURPLUS AND PREMIUMS 2,425,731·67
INCOME FOR 1870, $810,000. LOSSES PAID IN 1869, $144,908·42.
Losses paid since 1829 over
$5,500,000.
Perpetual and Temporary Policies on Liberal Terms.
The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents, and Mortgages.
The "FRANKLIN" has no DISPUTED CLAIM.

DIRECTORS.

Alfred G. Baker,	Alfred Fitler,
Samuel Grant,	Thomas Sparks,
George W. Richards,	William S. Grant,
Isaac Lea,	Thomas S. Ellis,
George Fales,	Gustavus S. Benson.

ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
JAMES W. McALLISTER, Secretary. 2 19
THEODORE M. REGER, Assistant Secretary.

FAME INSURANCE COMPANY,
No. 809 CHESNUT Street.
INCORPORATED 1856. CHARTER PERPETUAL.
CAPITAL $200,000.
FIRE INSURANCE EXCLUSIVELY.
Insurance against Loss or Damage by Fire either by Perpetual or Temporary Policies.

DIRECTORS.

Charles Richardson,	Robert Pearce,
William H. Rhawn,	John Kessler, Jr.,
William M. Seyfert,	Edward B. Orne,
John F. Smith,	Charles Stokes,
Nathan Hilles,	John W. Everman,
George A. West,	Mordecai Buzby.

CHARLES RICHARDSON, President.
WILLIAM H. RHAWN, Vice-President.
WILLIAMS I. BLANCHARD, Secretary. 7 23

THE PENNSYLVANIA FIRE INSURANCE COMPANY.
Incorporated 1825—Charter Perpetual.
No. 510 WALNUT Street, opposite Independence Square.
This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.
Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

Daniel Smith, Jr.,	Thomas Smith,
Isaac Hazlehurst,	Henry Lewis,
Thomas Robins,	J. Gillingham Fell,
John Devereux,	Daniel Haddock, Jr.,

Franklin A. Comly.
DANIEL SMITH, JR., President.
WM. G. CROWELL, Secretary. 3 30

THE ENTERPRISE INSURANCE CO. OF PHILADELPHIA.
Office S. W. cor. FOURTH and WALNUT Streets.
FIRE INSURANCE EXCLUSIVELY.
PERPETUAL AND TERM POLICIES ISSUED.
CASH Capital (paid up in full) $200,000·00
CASH Assets, July 1, 1870 550,732·90

DIRECTORS.

F. Ratchford Starr,	J. Livingston Erringer,
Nalbro Frazier,	James L. Claghorn,
John M. Atwood,	Wm. G. Boulton,
Benj. T. Tredick,	Charles Wheeler,
George H. Stuart,	Thomas H. Montgomer
John H. Brown,	James M. Aertsen.

F. RATCHFORD STARR, President.
THOMAS H. MONTGOMERY, Vice-President.
ALEX. W. WISTER, Secretary.
JACOB E. PETERSON, Assistant Secretary.

IMPERIAL FIRE INSURANCE CO.,
LONDON.
ESTABLISHED 1803.
Paid-up Capital and Accumulated Funds,
$8,000,000 IN GOLD.
PREVOST & HERRING, Agents,
4 5 No. 107 S. THIRD Street, Philadelphia.
CHAS. M. PREVOST CHAS. P. HERRING

Corn Exchange Bag Manufactory
JOHN T. BAILEY,
N. E. Cor. WATER and MARKET Sts
ROPE AND TWINE, BAGS and BAGGING, for Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc.
Large and small GUNNY BAGS constantly on hand.
6 Also, WOOL SACKS.

THE PRINCIPAL DEPOT
FOR THE SALE OF
REVENUE STAMPS,
No. 304 CHESNUT STREET.
CENTRAL OFFICE, No. 105 S. FIFTH STREET
(Two doors below Chesnut street),
ESTABLISHED 1862.
The sale of Revenue Stamps is still continued at the Old-Established Agencies.
The stock comprises every denomination printed by the Government, and having at all times a large supply, we are enabled to fill and forward (by Mail or Express) all orders immediately upon receipt, a matter of great importance.
United States Notes, National Bank Notes, Drafts on Philadelphia, and Post Office Orders received in payment.
Any information regarding the decisions of the Commissioner of Internal Revenue cheerfully and gratuitously furnished.
Revenue Stamps printed upon Drafts, Checks, Receipts, etc.
The following rates of commission are allowed on Stamps and Stamped Paper:—

On 25 and upwards	2 per cent.
" 100 "	3 "
" 300 "	4 "

Address all orders, etc., to
STAMP AGENCY,
No. 304 CHESNUT STREET, PHILADELPHIA.

Evening Telegraph

PUBLISHED EVERY AFTERNOON
(SUNDAYS EXCEPTED),
AT THE EVENING TELEGRAPH BUILDING,
No. 108 S. THIRD STREET,
PHILADELPHIA.

The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

THURSDAY, JULY 28, 1870.

☞ The earliest regular edition of THE EVENING TELEGRAPH goes to press at 1½ o'clock, and the subsequent regular editions at 2½, 3½, and 4½. Whenever there is important news of the progress of the European war, extra editions will be issued after this hour, and before the regular time for the early edition.

PRUSSIAN SENTIMENTS TOWARDS FRANCE.

ONE very marked feature of the contest between the two great European powers that have just inaugurated a gigantic war is that the Germans on both sides of the Atlantic, so far from expressing any hostile feelings towards the French people, have almost uniformly alluded to them with expressions of friendship and cordiality. This is observable in the official declarations of the Prussian Government, in the patriotic utterances of her private citizens, and in the speeches and resolutions of sympathy by which the Germans in the United States have shown their affection for the Fatherland. The war is considered in the light of a struggle with Napoleon and his theories of modern Cæsarism, and not with the French nation, which for twenty years past has been trodden under foot by him. The idea has been expressed by more than one advocate of the Prussian cause that a decisive victory by Prussia will place her in the attitude of the deliverer rather than of the conqueror of France: and although it may well be doubted, in view of the failure of all the efforts hitherto made by the French towards self-government, whether the despotism of Napoleon will not be supplemented by something as bad or worse, yet the consolidation of the German States into a great and powerful nation in the centre of Europe will cripple the power for mischief of future French rulers, and more effectually preserve the balance of power than has ever been done yet. One of the prime causes of the terrific struggles that have convulsed Europe in modern times has been the disintegration of Germany, by means of which such cunning schemers as Napoleon III have been enabled to carry out their own designs by maintaining an antagonism between States like Prussia and Austria, that ought to have been united at all times against the aggressive policy of France. The overthrow of Prussia at this time will not secure peace, it will not cause the disbandment of the huge standing armies that every European nation is obliged to maintain, and it will only make another war inevitable in the future. If the Bonaparte dynasty, however, is overthrown, and the military power of France is crippled, an era of peace may be expected with reasonable assurance. Beyond the consolidation of the German-speaking people into one nationality, Prussia has nothing to gain by the absorption of territory, and that such a consolidation would be for the benefit of humanity few persons who will impartially consider the case will be disposed to doubt. Independently of the ostensible causes of the present war, every moral and political advantage is on the side of Prussia, and albeit Bismarck is as unscrupulous as Napoleon, he represents a very different set of ideas, and he is backed up by an educated and freedom-loving people, who are capable—as the French apparently are not—of making real advances towards to the ideal of republican liberty, without vibrating alternately between anarchy and despotism.

THE FRENCH FLEET.

THE only clear and undoubted advantage which France possesses over Prussia is in her superior naval force. Years of effort and many millions of money have been devoted to the improvement of this branch of the French service, and now we are told that an immense squadron is about to set sail from Cherbourg to blockade the Prussian coast, and to land troops in Denmark preparatory to an invasion of the Prussian territory. So much importance is attached to this movement that a rumor has been started that the Emperor intends to join the naval expedition, in the confident hope that the forces connected therewith will be able to enter Berlin by the middle of August; and although this story is considered too absurd for belief, it affords a striking indication of the brilliant nature of the hopes that are based on French naval supremacy. The chances of a short, sharp, and decisive campaign on the frontiers have been destroyed by the prompt defensive measures of the Prussians, and by the unexpected signs of German unanimity. Napoleon can make no advance beyond the Rhine except at fearful cost. The efforts to sow the seeds of dissension among the natural owners and defenders of the right bank of that historic river have signally failed; and the Frenchmen know full well that if they attempt an inroad they will be welcomed with bloody hands to hospitable graves. This condition of affairs on the frontier increases the importance, to the French cause, of a speedy naval demonstration, for if it cannot be made, Napoleon will cut a sorry figure in maintaining a merely defensive attitude in a war of his own creation. His immediate hopes are therefore largely based on the presumed triumphs of his fleet. It remains to be seen how effectively the Prussians can resist it. Their navy, though comparatively small, comprises some of the most powerful ships afloat, and they will no doubt defend the important points on their coast by all the means known to modern warfare. The desperate resistance Charleston made against the attacks of the Union navy, and the heroic exertions necessary to capture New Orleans and Mobile, indicate the difficulties inseparable from a successful French demonstration upon the Prussian coast. Meanwhile, if the feeling aroused in England by the publication of the secret treaty proposed by Napoleon in 1866 prompts Great Britain to side with Prussia in the present quarrel, the English navy will speedily compel the French vessels to abandon aggressive operations. It is also possible, if not probable, that the Russian navy may help to defend the Prussian coast. In the present state of European politics Napoleon has no reason to expect aid from any foreign quarter, while Prussia has the sympathy and may gain the active assistance of powerful allies. Great Britain has never had a better chance than that which is now offered to regain her lost influence in Continental politics at comparatively little risk or loss to herself. If she holds in check the French fleet, Prussian armies will be fully competent to defend the western frontiers of Germany, and to send the French invaders howling back to Paris to breed there new revolutions and to demand the dethronement of a blundering Emperor who robs France of liberty without gratifying her insatiate passion for military glory, and who perpetually disturbs the peace of Europe without conferring substantial benefits upon any European power.

VICTORY AND DEFEAT.

WHILE Europe and America are awaiting with eager interest the opening of the great struggle between the armies of Prussia and France, other contests are taking place which, if they leave no gory reminiscences of victories lost and won, are at least saddened by the sighs of the disappointed "gay gamboliers," who too confidently wagered their all on the side that does not win. We have this morning to chronicle a victory and a defeat—Philadelphia is exultant over the fact that the Athletics yesterday in Cincinnati beat the Red Stockings on their own ground by eleven to seven runs, while the whole United States is in mourning over the fact that the British yacht Cambria came in yesterday about an hour ahead of the Yankee craft Dauntless.

The victory of the Athletics was, to say the least of it, no more than was expected, and no more than we had a right to expect. It was their turn to win, and a defeat would have rendered a third game with the Red Stockings unnecessary, and the public would pay just so many thousand dollars less towards the support of "our national game" than they will be compelled to now. Half the interest of a match between the Athletics and Red Stockings would be wanting if one of the clubs were to be uniformly victorious, and the players would not earn their salaries if they did not occasionally vary the luck, and leave the outside public in a state of doubt as to which club it would be judicious to bet upon. The victory of the Athletics, therefore, is a matter for congratulation and rejoicing not only on the part of Philadelphians, but on the part of all the friends of the noble game of base ball.

The saddening thoughts that the defeat of the Dauntless inspire are tempered by the admirable manner in which she demonstrated her superiority to the Cambria. The Cambria came in one hour ahead of her rival, but then the Dauntless stopped for two hours to pick up a couple of men who were knocked overboard, a circumstance that it needs no argument to prove morally gives her the victory. Taking this delay into account, the Dauntless beat the Cambria by just one hour. The laws of the sporting world decide that having by a mere accident arrived first at the winning point the British yacht is entitled to flaunt the flag of victory, but equity, which is superior to law, will unhesitatingly declare that the prize rightfully belongs to the American vessel. It is thus we lay the healing balm to our wounded spirits and snatch a victory even from the jaws of defeat. Whether the Britishers will allow our claim or not is quite another matter, but if they refuse to admit the superiority of the Dauntless we can console ourselves with the reflection that it is not the first time we have suffered from British injustice, and that the humanity of Mr. Bennett, in stopping to pick up his two men, is more creditable to him than a nominal victory would have been.

THE THEORY on which General Prim defended the selection of Prince Leopold as a candidate for the Spanish throne was that he was the only available Catholic prince who was not a Bourbon, and that Napoleon was opposed alike to the establishment of a republic in Spain and to the election of the Duke de Montpensier. If the Spanish explanations are truthful, the Prussian Government had nothing whatever to do with the negotiations that resulted in Leopold's consent to become a candidate, and the war is therefore based on totally false assumptions. From all quarters evidence calculated to convict Napoleon as a wanton disturber of the peace of Europe is accumulating, and the moral effect of this evidence cannot fail to tell fearfully against him in a prolonged military struggle.

SPECIAL NOTICES.

☞ STEINWAY & SONS'
GRAND SQUARE AND UPRIGHT PIANOS.

CHARLES BLASIUS,
SOLE AGENT FOR THE SALE OF THE
WORLD-RENOWNED PIANOS,
AT THE OLD WAREROOMS,
[4 15tf4p
No. 1006 CHESNUT STREET.

☞ T. W. BAILY, No. 622 MARKET Street, is daily receiving new designs in Diamond Work, fine Gold Jewelry and Silver-ware; also, American and Foreign Watches, and has made great reduction in his prices. N. B.—Watches and Jewelry repaired by skillful workmen. 7 13 1m

SPECIAL NOTICES.

For additional Special Notices see the Inside Pages.

☞ LINEN GOODS—VERY SUPERIOR.

JOHN WANAMAKER,

Nos. 818 AND 820 CHESNUT STREET.

☞ PHILADELPHIA AND TRENTON RAILROAD COMPANY,
No. 224 S. DELAWARE AVENUE,
PHILADELPHIA, July 20, 1870.
DIVIDEND NOTICE.

The Directors have declared a semi-annual dividend of FIVE (5) PER CENT. upon the capital stock of the Company, clear of Taxes, from the profits of the six months ending June 30, 1870, payable on and after AUGTST 1, proximo, when the transfer-books will be reopened.
7 21 10t J. PARKER NORRIS, Treasurer.

☞ PHILADELPHIA AND READING RAILROAD COMPANY. Office, No. 227 S. FOURTH Street.
PHILADELPHIA, July 15, 1870.

The obligations of this Company given for premium on Gold in settlement for Bonds or Coupons due April 1, 1870, or those given for the settlement of matured Coupons issued by the East Pennsylvania Railroad Company, will be paid on presentation at any time on and after the 20th of August next.
7 15 14t S. BRADFORD, Treasurer.

☞ HARPER'S HAIR DYE—THE ONLY harmless and reliable Dye known. This splendid Hair Dye is perfect. Changes red, rusty, or gray hair, whiskers, or moustache instantly to a glossy black or natural brown, without injuring the hair or staining the skin, leaving the hair soft and beautiful. Only 50 cents for a large box. CALLENDER, THIRD and WALNUT; JOHNSON, HOLLOWAY & COWDEN, No. 602 ARCH Street; TRENWITH, No. 614 CHESNUT Street; YARNELL, FIFTEENTH and MARKET Streets; BROWN, FIFTH and CHESNUT Sts; and all Druggists. 531 tf 4p

☞ QUEEN FIRE INSURANCE COMPANY,
LONDON AND LIVERPOOL.
CAPITAL, £2,000,000.
SABINE, ALLEN & DULLES, Agents,
3) FIFTH and WALNUT Streets.

☞ WARDALE G. McALLISTER,
Attorney and Counsellor at Law,
No. 303 BROADWAY,
New York.

POLITICAL.

☞ FOR SHERIFF,

WILLIAM R. LEEDS,

TENTH WARD. [7 11 tf

☞ FOR REGISTER OF WILLS,
1870,

WILLIAM M. BUNN,

SIXTEENTH WARD.

Late Private Company F, 72d P. V. [7 11 tf

CLOTHING.

BRING BILL,

TEN DOLLAR BILL!

That's the kind of
Bill that will bring you a
REAL
ALL-WOOL
SCOTCH CHEVIOT
COAT, VEST, AND PANTS,
SCOTCH CHEVIOT
ALL-WOOL,
$10.

There is no other place
in town
Where a suit like this
Can be afforded,
Except at

ROCKHILL & WILSON
GREAT BROWN HALL,
603 and 605 CHESNUT STREET.

CHARLES STOKES & CO.,
No. 824 CHESNUT Street,
CLOTHIER.
LARGE AND CHOICE STOCK OF GOODS FOR CUSTOMER WORK.
ALSO, [6 27tf
FINE READY-MADE CLOTHING.

GENT.'S FURNISHING GOODS.

FINE DRESS, IMPROVED SHOULDER-SEAM
PATTERN SHIRTS,
MADE BY R. EAYRE,
ONLY, [5 4 wfm4m5p
58 N. SIXTH St., below Arch.

CROQUET.

CROQUET, full size set, $3·50; 16 different kinds, wholesale and retail.

Just received, a new assortment of FRENCH PAPERS AND ENVELOPES.

INITIALS and MONOGRAMS stamped in colors free of charge.

R. HOSKINS & CO.,
No. 913 ARCH Street.

FINANCIAL.

DREXEL & CO.,
No. 34 SOUTH THIRD STREET.
American and Foreign
BANKERS,

ISSUE DRAFTS AND CIRCULAR LETTERS OF CREDIT available on presentation in any part of Europe.

Travellers can make all their financial arrangements through us, and we will collect their interest and dividends without charge.

DREXEL, WINTHROP & Co., New York. | DREXEL, HARJES & Co., Paris. [3

GROCERIES, ETC.

TO FAMILIES GOING TO THE COUNTRY.

We offer a full stock of the
Finest Groceries to Select From,
And at the LOWEST CASH PRICES. Packed securely and delivered at any of the Depots.

COUSTY'S East End Grocery,
No. 118 South SECOND St.,
817 thstu BELOW CHESNUT STREET.

CHOICEST
Spring Leaf Japanese Tea
AND
Fine Souchong Teas,
OF THE FINEST QUALITIES, FOR SALE AT
JAMES R. WEBB'S,
S. E. Corner WALNUT and EIGHTH,
5 21 stuth3mrp PHILADELPHIA.

CURING, PACKING,
AND
SMOKING ESTABLISHMENT
JOHN BOWER & CO.
CURERS OF SUPERIOR
SUGAR-CURED HAMS,
BEEF, and TONGUES, and dealers in Provisions generally. S. W. corner TWENTY-FOURTH and BROWN Streets. 5 24 2mthstu

CARRIAGES.

GARDNER & FLEMING,
CARRIAGE BUILDERS,
No. 214 S. FIFTH Street,
BELOW WALNUT.

In order to make room for extensive alterations and repairs to our Warerooms and Manufactory, we are closing out our entire stock of [7 8 tfrp
Phætons,
Jenny Linds,
Buggies, Etc.,
AT VERY MUCH REDUCED PRICES

PROPOSALS.

DEPARTMENT OF PUBLIC HIGHWAYS.
OFFICE, No. 104 S. FIFTH STREET,
PHILADELPHIA, July 28, 1870.

NOTICE TO CONTRACTORS.

SEALED PROPOSALS will be received at the Office of the Chief Commissioner of Highways until 11 o'clock A. M. on MONDAY, August 1, for the construction of the following three-foot sewers, viz.: on the line of

WALLACE Street, from FIFTEENTH to SIXTEENTH Street; on

NORTH Street, from FIFTEENTH to SIXTEENTH Street; on

EIGHTEENTH Street, from SPRING GARDEN to about 100 feet south of the south line of GREEN Street; on

OXFORD Street, from MASCHER to AMERICAN Street; on

RANDOLPH Street, from GIRARD Avenue to THOMPSON Street; on

MORRIS Street, from SEVENTH to EIGHTH Street; on

SANSOM Street, from THIRTY-EIGHTH to THIRTY-SEVENTH, thence on THIRTY-SEVENTH Street south to WALNUT Street.

BEACH Street, from GREEN to COATES Street; on

LAWRENCE Street, from THOMPSON to JEFFERSON Street; on

SIXTH Street, from THOMPSON to SUMMIT, north of JEFFERSON Street; on

THIRD Street, from CULVERT Street to SUMMIT, north of George street, and on

TWENTY-SECOND Street, from VINE to WOOD Street; on

CLAY Street, from the sewer in TWELFTH Street, westward to the angle in said CLAY Street; on

FIFTH Street and YORK Avenue, from GREEN to BUTTONWOOD Street; on

SEVENTH Street from WILLOW to GREEN Street, with such manholes as may be directed by the Chief Engineer and Surveyor. The understanding to be that the sewers herein advertised are to be completed on or before the 31st day of October, 1870. And the contractor shall take bills prepared against the property fronting on said sewer to the amount of one dollar and fifty cents for each lineal foot of front on each side of the street as so much cash paid; the balance, as limited by ordinance, to be paid by the city; and the contractor will be required to keep the street and sewer in good order for three years after the sewer is finished.

When the street is occupied by a city passenger railroad track, the sewer shall be constructed alongside of said track in such manner as not to obstruct or interfere with the safe passage of the cars thereon; and no claim for remuneration shall be paid the contractor by the company using said track, as specified in Act of Assembly approved May 8, 1866.

Each proposal will be accompanied by a certificate that a bond has been filed in the Law Department, as directed by ordinance of May 25, 1860.

If the lowest bidder shall not execute a contract within five days after the work is awarded, he will be deemed as declining, and will be held liable on his bond for the difference between his bid and the next lowest bidder. Specifications may be had at the Department of Surveys, which will be strictly adhered to. The Department of Highways reserves the right to reject all bids not deemed satisfactory.

All bidders may be present at the time and place of opening the said proposals. No allowance will be made for rock excavation, except by special contract.

MAHLON H. DICKINSON,
7 28 3t§ Chief Commissioner of Highways.

CUTLERY, ETC.

RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Lecoultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, Etc. Ear instruments, to assist the hearing, of the most approved construction, at
P. MADEIRA'S,
No. 115 TENTH Street, below Chesnut.

LIFE INSURANCE.

REMOVAL
FROM 404 to 530 WALNUT ST.

CONNECTICUT MUTUAL LIFE
INSURANCE COMPANY
ASSETS OVER $30,000,000.
WALTER H. TILDEN, General Agent.
NEW BUILDING,
530 WALNUT STREET
(Opposite Independence Square).

☞ Medical examiners in attendance, and every facility for effecting insurance immediately and to any amount. Agents and all others having risks to place dealt with in the most liberal manner. 7 25 6trp

DRY GOODS.

"AT THORNLEY'S."
ANOTHER SWEEPING REDUCTION.
GOODS MUST BE SOLD.

I am determined to clean out my SUMMER STOCK if the community need goods at HALF their usual price. I have went right through and marked prices down in some CASES FIFTY PER CENT., and in MANY CASES TWENTY-FIVE and THIRTY PER CENT.

Lace Pointes from $4 to $55.
Lace Sacques from $10 to $25.
Thin Mixed Dress Goods.
Lawns, Percales and P. K's.
Black Hernanies and Grenadines.
Linens and Japanese Grass Cloths (for Suits).
Black Silks, Pongee Silks, Japanese Silks.
Kid Gloves, Parasols, Corsets, Skirts, etc. etc.

A full stock of STAPLE and DOMESTIC GOODS,
"AT THE OLD ESTABLISHED STAND,"
NORTHEAST CORNER
EIGHTH and SPRING GARDEN Sts.,
JOSEPH H. THORNLEY,
9 3 thstu§ PHILADELPHIA.

MRS. R. DILLON.
NOS. 323 AND 331 SOUTH STREET.
Ladies and Misses Crape, Gimp, Hair Pamela and Straw Round and Pyramid Hats; Ribbons, Satins, Silks, Velvets and Velveteens, Crapes, Feathers, Flowers, Frames, Sash Ribbons, Ornaments, Mourning Millinery Crape Veils, etc. 14

TO SUMMER TOURISTS.

LEHIGH COAL & NAV. CO.'S RAILROADS.
PLEASURE TRAVELLERS

For the Valleys of WYOMING and LEHIGH, for the CATAWISSA RAILROAD, and for the SWITCH-BACK RAILROAD, celebrated for its magnificent views, should take the
9·45 A. M. EXPRESS TRAIN from the NORTH PENNSYLVANIA RAILROAD DEPOT,
Corner of BERKS and AMERICAN Sts., Philada.,

Or by taking the 3·20 P. M. train from the same depot, can go to Mauch Chunk, remain there over night, pass over the SWITCH-BACK in the morning, and continue their journey that afternoon.

Those wishing to visit MAUCH CHUNK and the SWITCH-BACK, can take the 9·45 A. M. train, and return to Philadelphia the same evening.

Large and well-kept Hotels at Mauch Chunk, Williamsport, Wilkesbarre, and Scranton.

Passengers to Williamsport by the 9·45 train reach there in nearly two hours shorter time than by any other route.

Be sure to call for your tickets over the LEHIGH AND SUSQUEHANNA RAILROAD, and see that you get them over that road.

Tickets for sale at No. 105 South Fifth street, and at North Pennsylvania Railroad Depot.

E. K. HYNDMAN,
Master of Transportation.
JAMES A. DINKEY,
7 8 1mrp General Ticket Agent.

NORTH PENNSYLVANIA RAILROAD.

NEW AND ATTRACTIVE ROUTE
FOR
SUMMER TOURISTS
TO

Northern Pennsylvania, Interior New York, Buffalo Rochester, Niagara Falls, Watkins' Glen, the Great Lakes, and the West.

Also to Williamsport, Wilkesbarre, Scranton, Schooley's Mountain, Allentown, Mauch Chunk, and all points in the Lehigh, Wyoming and Susquehanna Valleys.

Novelty, Comfort, Speed and Fine Scenery are the attractions of this route.

The attention of Summer Tourists is asked to this new and attractive route, passing through the varied scenery of the Lehigh, Wyoming and Susquehanna Valleys, offering Comfortable Cars, Excellent Hotels and Rapid Transit to the numerous points of interest named above.

FIVE DAILY THROUGH TRAINS
At 7·35 A. M., 9·45 A. M., 1·45 P. M., 3·20 P. M. and 5·00 P. M. (Sundays excepted),
FROM PHILADELPHIA PASSENGER STATION,
Corner of BERKS and AMERICAN Streets.

Tickets for BUFFALO, ROCHESTER, NIAGARA FALLS and the WEST may be obtained at Office, No. 811 CHESNUT Street.

ELLIS CLARK, General Agent.

Tickets sold and Baggage checked through principal points at MANN'S NORTH PENNSYLVANIA BAGGAGE EXPRESS OFFICE, No. 105 South FIFTH Street. 7 1 1m

HATS, TRIMMINGS, ETC.

237 SOUTH STREET.
GREAT BARGAINS IN STRAW, GIMP AND HAIR HATS, FOR LADIES AND MISSES,
To close out Summer Stock.
Sundowns, white, black and brown, 40 to 60 cents.
Ribbons, Crapes, Flowers, Ruches, Frames, etc.
Sash Ribbons, all widths and colors, 50, 60, 75, $1.
The best bargains of the season in Sash Ribbons.
We are receiving bargains from Auction daily.
MARKLAND'S
Store for good articles at low prices,
7 20 tuth3w] No. 237 SOUTH Street.
Ladies, notice—Trim your Hats while you wait.

SEWING MACHINES.

THE AMERICAN
Combination Button-Hole
AND
SEWING MACHINE

Is now admitted to be far superior to all others as a Family Machine. The SIMPLICITY, EASE and CERTAINTY with which it operates, as well as the uniform excellence of its work, throughout the entire range of sewing, in

Stitching, Hemming, Felling, Tucking, Cording, Braiding, Quilting, Gathering and Sewing on, Overseaming, Embroidering on the Edge, and its Beautiful Button-Hole and Eyelet Hole Work,

Place it unquestionably far in advance of any other similar invention.

This is the only new family machine that embodies any Substantial Improvement upon the many of machines in the market.

It Certainly has no Equal.

It is also admirably adapted to manufacturing purposes on all kinds of fabrics.

Call and see it operate—and get samples of the work.

We have also for sale our "PLAIN AMERICAN," a beautiful family machine, at a Reduced Price. This machine does all that is done on the Combination except the Overseaming and Button-hole work.

Office and Salesrooms,
No. 1318 CHESNUT ST.,
4 23 thstu3mrp PHILADELPHIA.

FOR SALE.

MAPLE LAWN.
Beautiful Country Seat at Holmesburg.

ESTATE OF GEORGE W. BENNERS, Deceased.

Containing 8 acres; large frontage. Part could be cut into building lots. Good improvements, convenient to station, schools, churches, and stores.

For sale on easy terms. Apply to

EDWIN H. FITLER,
EXECUTOR,
7 23 stuth1St* No. 23 North WATER Street.

TO RENT.

TO LET—THE STORE PROPERTY NO. 723 Chesnut street, twenty-five feet front, one hundred and forty-five feet deep to Bennett street. Back buildings five stories high. Possession May 1, 1870. Address
THOMAS S. FLETCHER,
12 10tf Delanco, N. J.

TO RENT—THREE-STORY DWELLING, with back buildings, situated in CONGRESS Street, No. 121, between Front and Second, with all the modern improvements. Apply to
AARON HURLEY,
6 15 No. 269 S. SEVENTH Street.

TO LET—HANDSOME DOUBLE HOUSE, No. 3909 Spruce street, West Philadelphia. All the latest conveniences. Fine large yard, with shade and fruit trees. Apply at No. 127 S. THIRD Street. 7 25 4t

ART EXHIBITION.

C. F. HASELTINE'S GALLERIES,
No. 1125 CHESNUT STREET.

LOOKING-GLASSES,
PICTURE FRAMES,
ENGRAVINGS,
AUTOTYPES,
SWISS PANORAMAS,
CHROMOS,
PHOTOGRAPHS,
ARTISTS' MATERIALS,
11 10rp ETC. ETC.

THE FINE ARTS.

NEW VIEWS IN THE PARK

Purviance's Stereoscopic Views in the Park, 25 cents each, $2 50 per dozen.

New Chromo, portrait of Dickens, *the last likeness* for which he sat, mounted, 9x11 inches, 50 cents each. Mailed to any address.

NEW CHROMOS, after Birket Foster.
NEW ENGRAVINGS.
LOOKING-GLASSES still at reduced prices.

JAMES S. EARLE & SONS,
No. 816 CHESNUT STREET,
PHILADELPHIA.

GAS FIXTURES.

CORNELIUS & SONS'
RETAIL SALESROOMS,
821 CHERRY Street,
Philadelphia.
CHANDELIERS, BRACKETS, Etc.,
OF
Superior Styles and Finish
AT
Wholesale and Retail.
WE HAVE NO STORE OR SALESROOM ON CHESNUT STREET. [7 12 tuths3mp
CORNELIUS & SONS.

EXCURSIONS.

DAILY FIRST-CLASS EXCURSONS to those cool, delightful, and shady GARDENS at GLOUCESTER POINT. Always a breeze blowing. Take or send the family. Steamers with every accommodation. (Ice water, etc.) Leave SOUTH Street every few minutes. 6 30 1m5p

HOTELS.

COLONNADE HOTEL.
FIFTEENTH AND CHESNUT STS,
ENTIRELY NEW AND HANDSOMELY FURNISHED is now ready for permanent or transient guests

PIANOS.

ALBRECHT,
RIEKES & SCHMIDT,
MANUFACTURERS OF
FIRST-CLASS PIANO-FORTES.
Full guarantee and moderate prices.
8 2§ WAREROOMS, No. 610 ARCH Street.

NEW-YORKISMS.

From Our Own Correspondent.

NEW YORK, July 28, 1870.

"Miss Netta."

"Miss Netta" is not a myth, as many people suppose her to be. I mention her thus familiarly because I take for granted Philadelphians who read the newspapers have become acquainted with it from seeing it therein. What her real name is matters little to any of the public. She chooses to be known as "Miss Netta," and under that fictitious name does a great deal of good as one of the leaders in the working-women's early-closing movement. In that sphere she has found a large field for labor, and performs her work with an earnestness that fights against fatigue. From the interest that editors take in her it is fair to argue that she has pleaded her cause in most of the newspaper offices of the city. She is a neat and lively little woman of about thirty years of age, talks fluently, and has the art of interesting in her hobby those she speaks with.

Having had much experience as a saleswoman, she is acquainted to perfection with the mutual tricks and vices of employers and employed, and has at her tongue's end stories of women's grievances which were borne by their victims uncomplainingly for years. You cannot talk for half an hour with "Miss Netta" without becoming convinced that the welfare of the oppressed class she has worked among occupies a sacred nook in her heart. She takes prominent part in a meeting that is to be held to-morrow night at Plympton Hall, and of which, should it prove sufficiently interesting, I propose to give you some account. I have little doubt but that after a while she will sign an emancipation proclamation, declaring the white slaves of New York free.

Mosquito-ine!

Those who are a prey to that distribution of the devil whose mortal name is mosquito, will wave their arms and cry "Ha-ha! ha-ha!" [on being told that an ointment has been prepared which deals death to that evil insect. When the inventor shall announce his intention to advertise liberally, and shall yield to the rule of "payment invariably in advance," I shall be ready to give his name and address to the public. Until then he must be content with this obscure and partial reference, and console himself with the thought that the best inventions are often the longest in securing public attention. It is sufficient to say that the ingredients are imported from Greenland's icy mountains or from India's golden sands—I don't remember which—that the parts which are to be preserved from bites are simply anointed with it, and that its smell has the same effect upon the musquito that the breath of the upas tree has on man. Not many days ago a gentleman went down among the swamps of Long Island, where musquitoes abound. Whether he did so in the interests of entomology, or whether he wanted to become acquainted with the virtues of the ointment in order, as an agent, to bear witness to its virtues, I do not pretend to decide. All that I know is that, taking off the clothes which covered the upper part of his body, he sponged that part with the liquid Musquito-ine (I respectfully suggest this name as a "taking" title), and seating himself dared the gnats to do their worst.

At the end of an hour he had reason to suspect that the clad portion of his body, or all below his waist, was ploughed up into ridges with mosquito venom, and subsequent inspection proved that this suspicion was correct. Those parts which he had sponged and left bare, on the contrary, were untouched and in their natural condition. Hence, he fancies that the time will come when Mosquito-ine will be so popular that "no household will be complete without it," and that bedtime will discover men, women, and children in various stages of undressing, with a bottle of Mosquito-ine in one hand and a sponge wet with it in the other.

Managers in Midsummer.

In midsummer the stage is quite as delinquent as the pulpit. If clergymen get sore throats, managers shirk their duties by excuses less genuine. For example, what good reason is there for all the theatres being closed? Do not the people need to be amused in warm weather? If the sentence that in the sweat of our face we are to eat our bread is a hard one, is it not harder that in spite of an unprecedented amount of perspiration we are to have no cakes and ale? How can managers who close their theatres for the summer be said with truth to have an eye to business? New York has three or four first-class theatres, besides half a dozen of tolerably good standing, and but one of them, Wallack's, is open, and that presents a disgusting specimen of the Dutch drama, by Mr. Gayler, entitled *Fritz*. We beg for the real grain of the drama and are given such miserable chaff as *The Barber-Assassin; or, The Pie-Woman of Bell Yard*, at the Bowery, or miscellaneous and negro-minstrel business at the Theatre Comique, or a stupid burlesque upon *East Lynne* at Wood's Museum. I ought indeed to except the Grand Opera House, where Madame Lanner is dancing with intellectual and poetic feet. No one of culture can study her earnest and extremely pale features without feeling that she intensely loves her art and develops from it all the beauty of which, in her hands, it is capable. With this exception no theatre which an intelligent man or woman would want to visit is now open in New York. As I said before, the pulpit and the stage are equally deserted. The footlights are permanently out, and the dust settles on the gas-jet of the clerical reading-desk. Extremes *do* meet.

Barney Williams Avenged.

One of Mr. Barney Williams' strong weaknesses is his aptitude for getting into trouble on other people's account. He is an impulsive man, and his impulses generally lead him to act in accordance with right principles, though the precise manner in which these principles manifest themselves may be imprudent. In private life he is known to be a kind, tender-hearted, charitable man. He invariably spends the summer at Kathleen Villa, at Bath. From the parlor windows the waters of Gravesend Bay are plainly visible. Yesterday Mr. Williams was seated at one of the windows, in company with his wife and Mr. and Mrs. Florence, when he suddenly saw a sail-boat upset, in which were two men. Mr. Williams devoted the next few seconds—which nine people out of ten would spend in amazed inaction—in rushing down to the edge of his garden, which the bay washes. A boy was fishing from a boat near the one that had been upset.

Mr. Williams called to him, directed his attention to the men who were struggling in the water, and exhorted him to try to save them. The boy shrugged his shoulders, made an indifferent reply and went on with his fishing, and the two men would have been drowned had not a third boat at that moment came to the rescue. Seeing that the men were safe Mr. Williams turned to the boy's father, Joseph Francis, who happened to be near, and characteristically rebuked him for having negatively sustained the course of his son. The man made an insolent reply and Mr. Williams in return expressed an opinion of him which was at once lucid and uncomplimentary. Mr. Francis, therefore, expressed his disapproval by seizing Mr. Williams by the throat, destroying one of those beautiful and expensive Lord Stanley scarfs which "Teddy the Tiler" wears, and jeopardizing the rest of his apparel and his limbs. Mr. Williams shook off his antagonist, went to the nearest magistrate, and had Mr. Francis arrested for assault and battery. By this time Mr. Francis knows what penalties the law holds in reserve for wretches who lay violent hands upon the "most popular actor in America." Music and slow curtain.

ALI BABA.

CITY ITEMS.

ALPACA SACKS.
Drap d'Ete Sacks.
Linen Dusters.
White Duck Pants.
Fancy Linen Pants.
White Duck Pants.
White Marseilles Pants.
All kinds of Summer Clothing sold at prices
GUARANTEED LOWER THAN ELSEWHERE.
Half-way Between Fifth and Sixth Sts. } BENNETT & CO., TOWER HALL, No. 518 MARKET STREET.

MRS. GATES AND MRS. JAMES.—Mrs. Gates—Good morning, Mrs. James. How well you are looking; far better than when I saw you last.

Mrs. James—Oh yes; I am much better than I have been for a long time, and I am now on my way for more of my favorite medicine—PLANTATION BITTERS. One bottle of it is worth all the doctors in the world. No more doctors for me.

Mrs. Gates—Nearly every one speaks well of PLANTATION BITTERS, and I have a mind to try it myself. The fact is, I have no appetite, strength, or energy for anything. Mary and Lizzie are in the same way, and lounge about the house all day long, good for nothing.

Mrs. James—My word for it, Mrs. Gates, just let them try PLANTATION BITTERS moderately three times a day, and you will see a wonderful improvement.

GRAY HAIR RESUMES ITS ORIGINAL COLOR under the operation of PHALON'S VITALIA, OR SALVATION FOR THE HAIR, which contains nothing dirty, is transparent, without sediment, leaves no stain on the scalp, no unpleasant odor in the hair.

Sold by all druggists and fancy goods dealers.

EVERY MOTHER WHO REGARDS THE LIFE and health of her child should possess MRS. WINSLOW'S SOOTHING SYRUP. It is an old and well-tried remedy. It relieves the child from pain, softens the gums, reduces inflammation, cures wind colic, regulates the stomach and bowels, and, by giving rest and health to the child, comforts the mother.

MR. WILLIAM W. CASSIDY, the jeweller at No. 28 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

WE WILL OPEN on Saturday with an entire new lot of dark green mixed Cheviot $10 dollar suits. The public are invited to call at the Brown Stone Hall of Rockhill & Wilson, Nos. 603 and 605 Chesnut street, and examine them.

SEA MOSS FARINE, from pure Irish Moss, for Blanc Mange, Puddings, Custards, Creams, etc., etc. The cheapest, healthiest, and most delicious food in the world.

SINGER'S FAMILY SEWING MACHINES, Ten dollars ash. Balance in monthly instalments. O. F. DAVIS, No. 810 Chesnut street.

NEW STYLE PICTURE.—The German Chromos made by A. K. P. Trask, No. 40 N. Eighth street. They must be seen to be admired.

MARRIED.

DELANY—SCHOLEY.—On the 26th instant, by the Rev. J. B. Hutchinson, at the residence of the bride's parents, Mr. W. J. R. DELANY to Miss JULIA D. SCHOLEY.

SHUBERT—FOSTER.—On Sunday, July 17, by the Rev. John B. Hutchinson, GEORGE D. SHUBERT, of Philadelphia, to Miss HANNAH H. FOSTER, of Cape May.

DIED.

BUNTING.—On the 27th instant, NATHAN MYERS, son of Samuel and Susan L. Bunting, in the 2d year of his age.

The friends of the family are invited to attend the funeral, from the residence of his parents. To meet at the house at 4 o'clock P. M. on Seventh-day, the 30th instant.

MAGEOCH.—Suddenly, on the 26th instant, CLARENCE EDGAR, youngest child of James B. and Georgiana H. Mageoch.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his parents, No. 123 S. Thirty-sixth street, on Friday morning at 10 o'clock. Interment at the Woodlands Cemetery.

READ.—On the 25th instant, AMBROSE W. READ, Sr., aged 53 years.

The relatives and friends of the family are respectfully invited to attend his funeral, from his late residence, No. 160 Richmond street, on Friday afternoon at 1 o'clock. Interment at Mount Peace. **

SHUBERT.—On the 27th instant, HANNAH H. SHUBERT, wife of George W. Shubert, and daughter of the late Samuel Foster, of Cape May, in the 28th year of her age.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her uncle, Jacob Acker, No. 1638 S. Sixth street, on Sunday afternoon, July 31, at 3 o'clock. Services at Olivet Baptist Church.

WALLACE.—On the 27th instant, ELIZABETH, wife of Alexander Wallace, aged 31 years.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her husband, No. 944 Aramingo street, on Saturday at 2 o'clock P. M. To proceed to Franklin Cemetery.

ZEBLEY.—On the 26th instant, after a lingering illness, Mrs. MARY ZEBLEY, in the 77th year of her age.

The relatives and friends of the family are respectfully invited to attend the funeral, from her late residence, No. 336 Garden street, on Friday morning, the 29th instant, at 8½ o'clock.

WASHING MACHINES.

TO THE DOUBTFUL.

Bring some soiled clothing on any Tuesday, Thursday and Saturday, and we will prove to you that the

KING WASHER

Will do the work well and quickly.

We will sell them payable in easy instalments.

We are agents for the RELIANCE WRINGERS, the easiest to work in the market. [5 5 thstu3mrp

J. H. COYLE & CO.,
Wholesale Dealers in Wooden Ware, Yarns, Etc.,
No. 516 MARKET STREET.
Agents wanted for Pennsylvania and New Jersey.

FOR THE SUMMER.

To prevent Sunburn, Freckles, and to make the skin white and beautiful, use

Wright's Alconated Glycerine Tablet of Solidified Glycerine.

It is a sure remedy for mosquito bites, and is the best of all Toilet Soaps. Sold by Druggists generally.

R. & G. A. WRIGHT,
6 30 thstu1btrp No. 624 CHESNUT Street.

HATS AND CAPS.

WARBURTON'S IMPROVED VENTIlated and easy-fitting Dress Hats (patented), in all the improved fashions of the season. CHESNUT Street, next door to the Post Office. rp§

UMBRELLAS—CHEAPEST IN THE CITY. DIXON'S, No. 21 S. EIGHTH Street. 10 13 mth§

FINANCIAL.

JAY COOKE & CO.

PHILADELPHIA, NEW YORK, AN WASHINGTON,

BANKERS

AND

Dealers in Government Securities

Special attention given to the Purchase and Sale of Bonds and Stocks on Commission, at the Board o Brokers in this and other cities.

INTEREST ALLOWED ON DEPOSITS.

COLLECTIONS MADE ON ALL POINTS.

GOLD AND SILVER BOUGHT AND SOLD.

RELIABLE RAILROAD BONDS FOR INVESTMENT.

Pamphlets and full information given at our office,

No. 114 S. THIRD Street,
PHILADELPHIA. [7 1 3m

UNION PACIFIC RAILROAD CO.

Land Grant Bonds

Are obligations of the UNION PACIFIC RAILROAD COMPANY, secured by all the lands which they received from the Government, amounting to about 12,000,000 acres.

The total amount of the land grant mortgage is

$10,400,000.

Between July 28, 1869, and July 1, 1870, the Union Pacific Railroad Company sold 181,462 32-100 acres for $834,091·03, being an average price of $4·60 pe acre.

The Company have received $591,000 land gran bonds in payment for land sold, and they have de stroyed the $521,000 bonds, and have reduced the amount of the bonds to that extent. The Union Pacific Railroad hold obligations of settlers amounting to $243,745·08, secured by the land purchased by them, which is also pledged to the redemption of the land grant bonds. Should the sales of land continue as above, the whole issue of land grant bonds will be retired and cancelled within ten (10) years.

The Union Pacific Railroad land grant bonds pay SEVEN PER CENT. INTEREST, April and October. Run for twenty (20) years. For sale at $785 each.

DE HAVEN & BRO.,
No. 40 South THIRD Street.

SEVEN PER CENT. BONDS

At 75, Interest Regularly Paid.

WE OFFER FOR SALE

$60,000 SOUTH MOUNTAIN IRON AND RAILROAD CO. SEVEN PER CENT. BONDS,

At 75 and Accrued Interest,

SECURED BY 17 MILES OF RAILROAD,

Finished and doing good business, and about 23,000 acres of Coal and Iron ore land situated in Cumberland Valley, Pa.

B. K. JAMISON & CO.,
N. W. Cor. THIRD and CHESNUT Streets,
7 27 tf Philadelphia, Pa.

NOTICE.
TO TRUSTEES AND EXECUTORS.

The cheapest investment authorized by law are the

General Mortgage Bonds of the Pennsylvania Railroad Company.

APPLY TO

D. C. WHARTON SMITH & CO.,
BANKERS AND BROKERS,
No. 121 SOUTH THIRD STREET,
PHILADELPHIA.

SILVER FOR SALE.

C. T. YERKES, Jr., & CO.,
BANKERS AND BROKERS,
No. 20 South THIRD Street.
4 2§ PHILADELPHIA.

THE Lehigh Valley Railroad Company

Will, until August 1 next, pay off at

Par and Accrued interest,

Any of their FIRST MORTGAGE BONDS, due in 1873, on presentation at their Office, No. 303 WALNUT Street.

L. CHAMBERLAIN,
TREASURER.
June 23, 1870. 6 27 1m4p

Edmund D. Randolph & Co.
Formerly Smith, Randolph & Co. Phila. & N.Y.
Bankers, 3 Nassau St. N. York.
Dealers in U. S. Bonds Members of Stock and Gold Exchanges issue Bills on London, Paris & Germany and Letters of Credit available throughout Europe.

STOCKS, LOANS, ETC.,
BOUGHT AND SOLD
AT THE BOARD OF BROKERS,
BY GEORGE J. BOYD,
7 14 thstu2m No. 18 S. THIRD Street,

FINANCIAL.

A DESIRABLE Safe Home Investment

THE

Sunbury and Lewistown Railroad Company

Offer $1,200,000 Bonds, bearing 7 Per Cent. Interest in Gold, Secured by a

First and Only Mortgage.

The Bonds are issued in

$1000s, $500s and $200s.

The Coupons are payable in the city of Philadelphia on the first days of April and October.

Free of State and United States Taxes.

The price at present is

90 and Accrued Interest in Currency.

This Road, with its connection with the Pennsylvania Railroad at Lewistown, brings the Anthracite Coal Fields 67 MILES nearer the Western and Southwestern markets. With this advantage it will control that trade. The Lumber Trade, and the immense and valuable deposit of ores in this section, together with the thickly peopled district through which it runs, will secure it a very large and profitable trade.

WM. PAINTER & CO.,
BANKERS,
Dealers in Government Securities,
No. 36 South THIRD Street,
6 9 tf4p PHILADELPHIA.

Free from U. S. Taxes.

Eight Per Cent. Per Annum in Gold.

A PERFECTLY SAFE INVESTMENT.

First Mortgage Bonds

OF THE ISSUE OF

$1,500,000,

BY THE

ST. JOSEPH AND DENVER CITY RAILROAD CO.,

Issued in denominations of $1000 and $500, Coupon or Registered, payable in 30 years, with Interest payable 15th August and 15th February, in New York, London, or Frankfort, free of tax. Secured by a mortgage only on a completed and highly prosperous road, at the rate of $13,503·79 per mile. Earnings in excess of its interest liabilities. This line being the Middle Route, is pronounced the

Shortest and most Natural One for Freight and Passenger Traffic Across the Continent. St. Louis and Fort Kearney Spanned by a Railway, and connecting with the Union Pacific at Fort Kearney.

Capital Stock of the Company....	$10,000,000
Land Grant, pronounced value of	8,000,000
First Mortgage Bonds.............	1,500,000
	$19,500,000

The remaining portion of this Loan now for sale at 97½ and accrued interest in currency. Can be had at the Company's Agencies in New York, TANNER & CO., Bankers, No. 49 WALL Street, or W. P. CONVERSE & CO., No. 54 PINE Street.

Pamphlets, Maps, and all information can be obtained at either of the above-named agencies.

The attention of Capitalists and Investors is particularly invited to these Securities. We are satisfied they are all that could be desired, and unhesitatingly recommend them.

TANNER & CO.,
FISCAL AGENTS,
No. 49 WALL STREET, NEW YORK.

W. P. CONVERSE & CO.,
COMMERCIAL AGENTS,
No. 54 PINE STREET,
6 9 tfrp NEW YORK.

FOR SALE

Williamsport City 6 Per Cent Bonds,
FREE OF ALL TAXES.
ALSO,
Philadelphia and Darby Railroad 7 Per Cent Bonds,

Coupons payable by the Chesnut and Walnut Streets Railway Company.

These Bonds will be sold at a price which will make them a very desirable investment.

P. S. PETERSON & CO.,
No. 39 SOUTH THIRD STREET,
2§ PHILADELPHIA

FINANCIAL

Wilmington and Reading RAILROAD

Seven Per Cent. Bonds.
FREE OF TAXES.

We are offering $200,000 of the Second Mortgage Bonds of this Company

AT 82½ AND ACCRUED INTEREST.

Foa the convenience of investors these Bonds are issued in denominations of

$1000s, $500s, and 100s.

The money is required for the purchase of additional Rolling Stock and the full equipment of the Road.

The receipts of the Company on the one-half of the Road now being operated from Coatesville to Wilmington are about TEN THOUSAND DOLLARS per month, which will be more than DOUBLED with the opening of the other half, over which the large Coa Trade of the Road must come.

Only SIX MILES are now required to complete the Road to Birdsboro, which will be finished by the middle of the month.

WM. PAINTER & CO.,
BANKERS,
No. 36 South THIRD Street,
5 5 PHILADELPHIA.

LEHIGH CONVERTIBLE

Per Cent. First Mortgage Gold Loan,

Free from all Taxes.

We offer for sale $1,750,000 of the Lehigh Coal and Navigation Company's new First Mortgage Six Per Cent. Gold Bonds, free from all taxes, interest due March and September, at

NINETY (90)

And interest in currency added to date of purchase.

These bonds are of a mortgage loan of $2,000,000, dated October 6, 1869. They have twenty-five (25) years to run, and are convertible into stock at par until 1879. Principal and interest payable in gold.

They are secured by a first mortgage on 5600 acres of coal lands in the Wyoming Valley, near Wilkesbarre, at present producing at the rate of 200,000 tons of coal per annum, with works in progress which contemplate a large increase at an early period, and also upon valuable Real Estate in this city.

A sinking fund of ten cents per ton upon all coal taken from the mines for five years, and of fifteen cents per ton thereafter, is established, and The Fidelity Insurance, Trust and Safe Deposit Company, the Trustees under the mortgage, collect these sums and invest them in these Bonds, agreeably to the provisions of the Trust.

For full particulars copies of the mortgage, etc., apply to

C. & H. BORIE,
W. H. NEWBOLD, SON & AERTSEN
JAY COOKE & CO.,
DREXEL & CO.,
E. W. CLARK & CO. 7 11 1m

SEVEN PER CENT.

First Mortgage Bonds

OF THE

Danville, Hazleton, and Wilkesbarre Railroad Company,

At 85 and Accrued Interest

Clear of all Taxes.

INTEREST PAYABLE APRIL AND OCTOBER.

Persons wishing to make investments are invit o examine the merits of these BONDS.

Pamphlets supplied and full information given by

Sterling & Wildman,
FINANCIAL AGENTS,
No. 110 SOUTH THIRD STREET,
4 13 tf PHILADELPHIA.

Government Bonds and other Securities taken in exchange for the above at best market rates.

GLENDINNING, DAVIS & CO.,
No. 48 SOUTH THIRD STREET,
PHILADELPHIA.

GLENDINNING, DAVIS & AMORY,
No. 17 WALL STREET, NEW YORK,
BANKERS AND BROKERS.

Receive deposits subject to check, allow interest on standing and temporary balances, and execute orders promptly for the purchase and sale of STOCKS, BONDS and GOLD, in either city.

Direct telegraph communication from Philadelphia house to New York. 1 2

ELLIOTT & DUNN
BANKERS
No. 109 SOUTH THIRD STREET,

DEALERS IN ALL GOVERNMENT SECURITIES, GOLD BILLS, ETC.

DRAW BILLS OF EXCHANGE AND ISSUE COMMERCIAL LETTERS OF CREDIT ON THE UNION BANK OF LONDON.

ISSUE TRAVELLERS' LETTERS OF CREDIT ON LONDON AND PARIS, available throughout Europe.

Will collect all Coupons and Interest free of charge for parties making their financial arrangements with us. 4 26§

B. K. JAMISON & CO.,
SUCCESSORS TO
P. F. KELLY & CO.,
BANKERS AND DEALERS IN
Gold, Silver and Government Bonds
At Closest Market Rates,
N. W. Cor. THIRD and CHESNUT Sts.

Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc., etc. 26§

PROPOSALS.

PROPOSALS FOR STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

POST OFFICE DEPARTMENT, July 11, 1870.

SEALED PROPOSALS will be received until 12 o'clock M., on the 11th days of August, 1870, for furnishing all the "Stamped Envelopes" and "Newspaper Wrappers" which this Department may require during a period of four (4) years, commencing on the 1st day of October, 1870, viz:—

STAMPED ENVELOPES.

No. 1. Note size, 2⅝ by 5⅛ inches—two qualities.
No. 2. Ordinary letter size, 3 1-16 by 5½ inches—three qualities.
No. 3. Full letter size, 3¼ by 5½ inches—three qualities.
No. 4. Full letter size, (for circulars), ungummed on flap, 3¼ by 5½ inches—one quality.
No. 5. Extra letter size, 3⅝ by 6⅛ inches—three qualities.
No. 6. Extra letter size, 3⅝ by 6⅛ inches (for circulars,) ungummed on flap—one quality.
No. 7. Official size, 3 15-16 by 8⅞ inches—two qualities.
No. 8. Extra official size, 4⅛ by 10⅜ inches—one quality.

STAMPED NEWSPAPER WRAPPERS.

Six and a five-eighths by 9¾ inches (round cut)—one quality.

EMBOSSING, WATER-MARKS, PRINTING, RULING PAPER STYLE OF MANUFACTURE.

All of the above Envelopes and Wrappers must be embossed with postage stamps, of such denominations, styles, and colors, must have such water-marks or other devices to prevent imitation, and bear such printing and ruling as the Postmaster-General may direct. The envelopes must be made in the most thorough manner, equal in every respect to the samples furnished to bidders by the Department. The paper must be of approved quality, specially manufactured for the purpose.

Whenever envelopes are order of the styles known as "Black-lined" or "Self-ruled," (lines printed inside, or ruled on the face), the same shall be furnished without additional cost, the contractor to pay all charges for royalty in the use of patented inventions for said lined or ruled envelopes.

DIES.

The dies for embossing the postage stamps on the envelopes and wrappers are to be executed to the satisfaction of the Postmaster-General, in the best style, and they are to be provided, renewed, and kept in order at the expense of the contractor The Department reserves the right of requiring new dies for any stamps, or denominations of stamps not now used, and any changes of dies or colors shall be made without extra charge.

Before closing a contract the successful bidder may be required to prepare and submit new dies for the approval of the Department. The use of the present dies may or may not be continued.

The dies shall be safely and securely kept by the contractor, and should the use of any of them be temporarily or permanently discontinued they shall be promptly turned over to the Department, or its agent, as the Postmaster-General may direct.

GUM.

The envelopes must be thoroughly and perfectly gummed, the gumming on the flap of each (except for circulars) to be put on by hand not less than half an inch the entire length; the wrappers to be also hand-gummed not less than three-fourths of an inch in width across the end.

SECURITY FROM FIRE AND THEFT.

Bidders are notified that the Department will require, as a condition of the contract, that the envelopes and wrappers shall be manufactured and stored in such a manner as to insure security against loss by fire or theft.

The manufactory must at all times be subject to the inspection of an agent of the Department, who will require the stipulations of the contract to be faithfully observed.

PACKING.

All envelopes and wrappers must be banded in parcels of twenty-five, and packed in strong pasteboard or straw boxes, securely bound on all the edges and corners with cotton and linen cloth, glued on, each to contain not less than two hundred and fifty of the note and letter sizes, and one hundred each of the official or extra official size, separately. The newspaper wrappers to be packed in boxes, to contain not less than two hundred and fifty each. The boxes are to be wrapped and securely fastened in strong manilla paper, and sealed, so as to safely bear transportation by mail for delivery to postmasters. When two thousand or more envelopes are required to fill the order of a postmaster, the straw or pasteboard boxes containing the same must be packed in strong wooden cases, well strapped with hoop-iron, and addressed; but when less than two thousand are required, proper labels of direction, to be furnished by an agent of the Department, must be placed upon each package by the contractor. Wooden cases, containing envelopes or wrappers, to be transported by water routes, must be provided with suitable water-proofing. The whole to be done under the inspection and direction of an agent of the Department.

DELIVERY.

The envelopes and wrappers must be furnished and delivered with all reasonable despatch, complete in all respects ready for use, and in such quantities as may be required to fill the daily orders of postmasters; the deliveries to be made either at the Post Office Department, Washington, D. C., or at the office of an agent duly authorized to inspect and receive the same: the place of delivery to be at the option of the Postmaster-General, and the cost of delivering, as well as all expense of storing, packing, addressing, labelling, and water-proofing to be paid by the contractor.

SAMPLES.

Specimens of the envelopes and wrappers for which proposals are invited, showing the different qualities and colors of paper required, the cuts, and style of gumming, with blank forms of bids, may be had on application to the Third Assistant Postmaster-General.

This advertisement and a specimen of the sample envelopes and wrapper furnished by the department must be attached to and made part of each bid.

GUARANTEE.

No proposal will be considered unless offered by a manufacturer of envelopes, and accompanied by a satisfactory guarantee signed by at least two responsible parties.

AWARD—AGREEMENT—BONDS.

The contract will be awarded to the lowest responsible bidder for all the envelopes and wrappers, the prices to be calculated on the basis of the number used of the several grades during the last fiscal year, which was as follows:—

Note size..................................	1,468,250
Letter size, first quality..................	60,467,500
Letter size, second quality.................	8,956,750
Letter size, second quality (ungummed)......	3,618,000
Extra letter size, first quality............	5,515,750
Extra letter size, second quality (ungummed)......................	454,000
Official size..............................	569,900
Extra official size........................	3,100
Newspaper wrappers.........................	4,936,250
Total......................................	86,289,500

Within ten days after the contract has been awarded, the successful bidder shall enter into an agreement in writing with the Postmaster-General to faithfully observe and keep the terms, conditions, and requirements set forth in this advertisement, according to their true intent and meaning, and shall make, execute, and deliver, subject to the approval and acceptance of the Postmaster-General, bonds with good and sufficient sureties in the sum of Two Hundred Thousand Dollars ($200,000) as a forfeiture for the faithful performance of said agreement or contract, according to the provisions and subject to the liabilities of the seventeenth section of an act of Congress entitled "An act legalizing and making appropriations for such necessary objects as have been usually included in the general appropriation bills without authority of law, and to fix and provide for certain incidental expenses of the departments and offices of the Government, and for other purposes," (United States Statutes at Large, vol. 5, page 256), approved August 26, 1842, which act provides that in case the contractor shall fail to comply with the terms of his contract, "he and his sureties shall be liable for the forfeiture specified in such contract as liquidated damages, to be sued for in the name of the United States in any court having jurisdiction thereof."

RESERVATIONS.

The Postmaster-General reserves to himself the following rights:—

1. To reject any and all bids, if, in his judgment, the interests of the Government require it.

2. To annul the contract whenever the same or any part thereof is offered for sale for the purpose of speculation; and under no circumstances will a transfer of the contract be allowed or sanctioned to any party who shall be, in the opinion of the Postmaster-General, less able to fulfill the conditions thereof than the original contractor.

3. To annul the contract, if, in his judgment, there shall be a failure to perform faithfully any of its stipulations, or in case of a wilful attempt to impose upon the Department Envelopes or Wrappers inferior to sample.

4. If the contractor to whom the first award may be made should fail to enter into agreement and give satisfactory bonds, as herein provided, then the award may be annulled and the contract let to the next lowest responsible bidder, and so on until the required agreement and bonds are executed; and such next lowest bidder shall be required to fulfil every stipulation embraced herein as if he were the original party to whom the contract was awarded.

BIDS

Should be securely enveloped and sealed, marked "Proposals for Stamped Envelopes and Newspaper Wrappers," and addressed to the Third Assistant Postmaster-General, Washington, D. C.

JOHN A. J. CRESWELL,
12 eod 13t Postmaster-General.

KANSAS.

From an Occasional Correspondent.

LEAVENWORTH, Kansas, July 20, 1870.

Perhaps a few words from this flourishing State may not be uninteresting to your readers. At a time of commercial depression like the present, when every large city has its thousands of unemployed workmen and other thousands of the trading class hardly making a living, the only escape for these people from inevitable poverty is to seek some place where there is a wider field for their labor, and where competition is not present to crush them helplessly to the earth. But it is well, when in such a position, to bear in mind the old proverb, "Out of the frying-pan into the fire;" for when a man has spent his little means in removing his family to a distant region, in the hope of bettering his condition, and then finds that his industry is not adapted to the locality he has selected, that man's mistake is indeed a serious one. I have long thought that Horace Greeley's indiscriminating advice to all his unprosperous readers *to go West*, and thus escape the tyranny of landlord and employer, is apt, if followed to any great extent, to inflict as serious evils upon many individuals as are those which he designs them to escape. Such a resort may certainly tend to relieve the dense pressure of crowded cities, but I submit whether this end might not be attained in some easier way than the possible sacrifice of the health, comfort, and usefulness of those who are led to follow such advice.

I live in Kansas, and therefore can speak of the advantages offered by this State to those removing from localities further east. Since the completion of the Pacific Railroad and the opening of the Kansas Pacific branch to Sheridan, an immense influx of settlers has been pouring into the West; and as Kansas offers the advantages of cheap lands, fertile soil, and favorable seasons, this State seems to be attracting the largest share of settlement. Any person travelling westward over any of the trunk lines connecting with the East cannot but be struck with the constant tide of population, composed of all nationalities, which is flowing in this direction. And as but few of these persons return, it is fair to presume that the large majority become absorbed in some industry, and, either for better or for worse, make this region their permanent home.

It should be borne in mind by all who propose removing West that "hired labor" is not in demand here. We have no concentration of capital. Our principal industries are agriculture and commerce: we have no large workshops to absorb those who look solely to capital for support. There is some mechanical work pursued, it is true. The thousands who come here every season require homes to live in, clothing to cover them, and articles for domestic use; and to supply these wants affords employment to a number of mechanics. But the work is all done in a primitive way. We have no heavy contractors who keep a force of hundreds of men at work during the building season. If a settler buys a piece of land, his first object is to put a house upon it. But this is only a slight structure. He comes with limited means, and has forty ways for every dollar he possesses. Pioneer settlers cannot study comfort or elegance: they have to be content with the gratification of their simplest wants. In building a house, then, he procures material from Chicago, for pine lumber does not grow in this State, through the factorship of some local dealer; then procuring the assistance of some rough framer, who can cut a mortice and tenon, he, with some neighboring settler, knocks a habitation together that will withstand the prairie winds and keep out the fervors of the sun's rays.

Now, a city mechanic, no matter what hi occupation, if he is only handy in the use of tools, can come to this or any other Western State with perfect safety, providing he has a few hundred dollars to make provision for his family before he seeks to follow his business. He can get a piece of railroad land, forty or eighty acres, at a price ranging from five to ten dollars per acre, payable in five years, and put a cheap house upon it. He can then break a few acres of prairie and plant it with seed-corn, reserving a patch for a vegetable garden. Thus, with a cow and a few hens, he is relieved from the dire necessity of waiting on Saturday night for his week's wages, and has also achieved his deliverance from the exactions of the landlord. In all communities we find that the earliest settlers are those who have grown wealthy by the enhancement of property; and in a State like Kansas, where population is pouring in so rapidly, values increase in such a ratio that a homestead upon which little else than a few years' industry has been expended becomes eventually a handsome property to shield a man in his declining years.

But it is an error in political economy to take a mechanic from a business where his industry is useful to the community and put him to farming, in which pursuit he is unskilled and for which he may never acquire a taste. Nor is such an enforced change of occupation necessary here. Communities are springing up almost daily. We have many villages now containing several hundred inhabitants where a year ago there was unbroken prairie. Surrounded with such rapid developments, no man need be idle: he can surely adapt his mechanical skill to some pursuit that will be in demand among his neighbors. It would perhaps be hard to distinctly state how one-half of our village population live; that is, what particular pursuits they follow. But all appear to live in abundance and ease. The pressure of a dense city population does not weigh upon them, and such onerous conditions are not imposed upon the Western inhabitant as are inflicted upon those who struggle to support their families in the crowded East. Where a man is saved from the payment of rent, and does not have to dive into his pocket for every trifling article that appears upon his table, ten hours' labor a day is not the necessity of his life, and the curse imposed upon our first parents seems relieved of the worst of its severity.

These general statements will serve to show your readers of the less affluent class that although Kansas cannot offer them the inducements of high wages and certain employment, still an assured means of living is in store for them if they can only bring means to make a start and will not be in too great haste to get rich.

F. L.

CRICKETS.

THEIR INVASION OF NEVADA—WHENCE THEY COME AND WHITHER BOUND.

The *Territorial Enterprise*, of Virginia City, Nevada, on June 29th said:—The State has been invaded by crickets. Vast armies of them have entered the eastern portion of the State. A week ago the advanced guard of the devastating horde poured down upon Elko, and as they swept past with their silent tramp, the people stood appalled at their numbers. The Elko *Independent* does not trace their course eastward, but they evidently come from Utah, the home of the cricket, grasshopper, and polygamous Mormon, and are endeavoring to cut or eat their way through to the green valleys of the Truckee. They are destructive on vegetation, and their advance should be stopped by some means. As the malarious marshes of the Ganges seem to be the home of the cholera, so does Utah appear to be the birth-place of the cricket and grasshopper plagues of the Great Basin. For the past eight or ten years, if not longer, that territory had been sorely afflicted with grasshoppers, and it has sometimes seemed that the Saints would be compelled to yield their fields and pastures to these innumerable and remorseless destroyers. The cricket pest, however, has been less severe, and from the habits of this insect, we do not apprehend that the present invasion will prove very destructive. They sometimes appear in prodigious numbers, but they travel slowly, and their advance is easily stopped. In 1850, for a distance of twenty or twenty-five miles, in Utah, the whole face of the country was so densely covered with crickets—large, fat, clumsy, wingless fellows—that the wheels of the emigrant's wagon became almost clogged with the crushed carcasses of these insects. As their course could easily be traced, it was manifest that they had not travelled far, and winter probably overtook them before they swept over a very wide scope of the country. They advance steadily, however, and multiply a hundred and fifty fold each year. Hence, crickets, now that they have entered the State, may be expected for some years to come.

The Supposed Sensation of Pre-existence.

From the N. Y. Nation.

A writer in the London *Practitioner* has something very interesting to say in regard to a curious sensation which most of our readers have felt, and which if they believe what is said by the writer, they will not be pleased to feel again. The sensation in question is thus described by Coleridge:—

"Oft o'er my brain does that strange fancy roll
Which makes the present (while the flush doth last)
Seem a mere semblance of some unknown past,
Mixed with such feelings as perplex the soul
Self-questioned in her sleep; and some have said
We lived ere yet this yoke of flesh we wore."

Tennyson, also, among a great many other poets, ancient and modern, refers to it:—

"Moreover, something is or seems
That touches me with mystic gleams
Like glimpses of forgotten dreams—

"Of something felt like something here;
Of something done I know not where;
Such as no language may declare."

And Dickens, in "David Copperfield," regards the sensation as one common to all men:—

"We have all some experience of a feeling which comes over us occasionally of what we are saying and doing having been said or done before, in a remote time—of our having been surrounded dim ages ago by the same faces, objects, and circumstances—of our knowing perfectly well what will be said next, as if we suddenly remembered it."

This description is either fuller than that of the two poets, or else it is a description of a considerably stronger sensation than that which they had experienced. The *Practitioner's* correspondent says that he had been from boyhood familiar with the feeling, but that it never came so frequently nor with such intensity as a year or so ago, just previously to a fit of epilepsy, which disease then, for the first time, attacked him. He has since had but few recurrences of the feeling, but on two of the few occasions it was followed within twenty-four hours by an epileptic seizure. There seems to the writer, then, apart from all the pretty things that philosophers and poets have made out of this experience, that it has for its chief interest a therapeutic interest. The sensation of pre-existence, or whatever it may be called, ought, he thinks, "to be regarded as showing disturbance of brain function," and he doubts if its recognition and removal might not prevent much more important disorders. He suggests, too, that "inquiry in cases of epilepsy may detect a something of this sort put aside as not being of sufficient consequence to speak of, and yet in truth being a mimimized form of *petit mal*, warning to precautions against a larger seizure." The chief precaution he would take is cessation from work done. It would be curious to know if Mr. Dickens, by whom this sensation seems to have been felt so often and so vividly, and who died, it is said, of overwork, had experience of it in the latter days of his life.

PERUVIAN LADIES.—A Lima correspondent of the Rochester *Union* says:—"We will visit the family of one of Lima's aristocracy—the father, a leading Senator and formerly Minister of War under Prado; the lovely daughters, patterns of fashion, models of beauty, and of the very *elite* of Lima society. We open one of the many glass doors and find ourselves in an inner hall, the door set in mosaic marble; a little Cholo boy, asleep on a mat, comes to us, and, presenting our card, we are ushered across the hall, through other ground-glass doors, into the drawing-room. Here we sit in French chairs or sofas of gilt and yellow satin upholstery, until the senora or mother enters. She comes in smoking if no later than two P. M., and with her black silk skirt, and her magnificent hair braided down her back in long plaits. She may wear a sacque of red or blue cashmere. Advancing to you, she removes her cigar (spits on the carpet although it is a white velvet tapestry ground), and folds you in both hands to her matronly bosom, putting your head on her shoulder and patting you softly on the back. If you are a young man you at first feel embarrassed, but her perfect suavity of manner soon sets you at ease. Clapping her hands, a servant brings in native fruits and a bottle of native wine, and you are expected to partake of some of them. If the daughter delays in coming she opens the piano and plays you some of those old national dances, brilliant yet sad, minor yet so exciting, that our lamented Gottschalk so admirably imitated in "Ojos Creoltos, etc. The daughters never keep you long, but appear in white wrappers and hair braided as the mother. If you converse, they can speak a little French (some of them), but their knowledge of history and geography is all confined to Peru. They know nothing else, believe in nothing else, and can seldom more than read and write. Yet while they maintain "that other lands may be beautiful, but give me Peru—other cities famous and great, but I care for none but Lima," you are charmed by their polished manner, the hearty embrace they give you on entering, the reception and welcome they bestow upon you, the hospitality and absence of apology, and the charming freedom and innocence of their address. They all play (from ear mostly) and well, without urging. They dance most gracefully and naturally as possible, and they urge you to repeat your call or visit, with the most sincere expressions of pleasure at your coming. The soft, languid black eyes, the clear olive complexion, the straight black hair—all growing upon their heads in such wonderful profusion—the liquid, Spanish accent, the perfect ease of their manner, all serve to fascinate you, and you fail to observe that they are perfectly illiterate and ignorant; that their hands are often dingy, though covered with diamonds; and that the tiny foot, peeping from the trailing white wrapper, has often no stocking (or a very dirty one), and a torn old slipper."

PROPOSALS.

PROPOSALS FOR CONSTRUCTION OF A SIDE-WHEEL STEAMER OF WOOD FOR REVENUE MARINE SERVICE.

TREASURY DEPARTMENT,
WASHINGTON, D. C., June 1, 1870.

Separate Sealed Proposals will be received at this Department until 12 o'clock FRIDAY, July 29, 1870, for building one side-wheel steamer, of wood, of 259 tons (O. M.), for the revenue marine service for the Pacific coast, to be delivered at the port of San Francisco.

Measurements for tonnage to be according to the old Custom House rule, taking the length on load line from forward part of stem to after part of stern-post, breadth of beam moulded, and depth from under part of deck to top of ceiling.

General specifications for the above vessel will be furnished bidders on application at Custom House at Boston, New York, Philadelphia, Baltimore, and San Francisco.

A guaranteed speed of twelve knots on a trial course of a mile, and eleven knots for six consecutive hours, will be required.

Favorable consideration will be given to bids in accordance with the rate speed guaranteed in excess of the rate above stipulated.

The work will be carried on under the personal supervision of an agent the Treasury Department, and all facilities m be afforded him for inspecting the material and workmanship. Such parts of either as are not in accordance with the drawings and specifications will be rejected, and must be made good by the contractor.

No bid will be considered for this vessel except from parties regularly engaged in ship-building.

The Department reserves the right to reject any and all bids.

Each bid must be accompanied by a written guarantee signed by the bidder and competent surety (certified to be such by some officer known to the Department), in the sum of twenty thousand dollars ($20,000), that in the event of the acceptance of such bid the necessary contract will be entered into within ten days after notice is given by the Department that the bid has been accepted.

The bid should state the sum for which such vessel will be completed and delivered as aforesaid.

Seven months from the time of signing the contract will be allowed for the completion of the vessel.

A copy of the plans and specifications must be enclosed with the bid as evidence as to the object of the proposal.

All proposals must be signed, sealed, and endorsed "Proposals for Revenue Steamer," and enclosed in an envelope addressed to Secretary of the Treasury, Washington, D. C.

Any bidder may be present and witness the opening of the bids.

Bidders will be required to furnish with their bids a general plan and elevation showing the internal arrangement, with a view to obtain the best disposition of the several parts.

Parties whose bids are accepted will be required to furnish acceptable models with detailed specifications before closing contracts.

The vessel must be built according to American Lloyd's specifications for A No. 1 wooden vessels for nine years.

GEORGE S. BOUTWELL,
Secretary of the Treasury.
6 7 2aw16t

PROPOSALS FOR THE CONSTRUCTION OF A STEAM PROPELLER FOR THE REVENUE MARINE.

TREASURY DEPARTMENT,
WASHINGTON, D. C., July 1, 1870.

The bids for the construction of an Iron Steam Propeller of 350 tons, opened in this Department June 30, being considered exorbitant, separate sealed proposals will be received at this department until 12 o'clock on FRIDAY, 29th July, 1870, for the construction of a Steam Propeller of WOOD, of 350 tons.

General plans, conditions, and specifications can be obtained from the Collectors of Customs at Portland, Me., Boston, New York, Philadelphia, and Baltimore.

Renewed proposals are also invited for the same steamer of IRON, upon the same plans, conditions, and specifications as were issued June 1. No bids will be considered except from parties regularly engaged in ship-building.

The Department reserves the right to reject any and all bids.

GEORGE S. BOUTWELL,
Secretary of the Treasury.
7 7 11 14 18 21 25 28

THE PRINCIPAL DEPOT
FOR THE SALE OF
REVENUE STAM
NO. 304 CHESNUT STREET.
CENTRAL OFFICE, NO. 105 S. FIFTH STREET
(Two doors below Chesnut street),
ESTABLISHED 1862.

The sale of Revenue Stamps is still continued at the Old-Established Agencies.

The stock comprises every denomination printed by the Government, and having at all times a large supply, we are enabled to fill and forward (by Mail or Express) all orders, immediately upon receipt, a matter of great importance.

United States Notes, National Bank Notes, Drafts on Philadelphia, and Post Office Orders received in payment.

Any information regarding the decisions of the Commissioner of Internal Revenue cheerfully and gratuitously furnished.

Revenue Stamps printed upon Drafts, Check Receipts, etc.

The following rates of commission are allowed Stamps and Stamped Paper:—
On $25 and upwards..........2 per
100 " "..........3 "
300 " "..........4

Address all orders, etc., to
STAMP AGENCY,
No. 304 CHESNUT STREET, PHILADELPHIA.

FURNACES.

Established in 1835.

Invariably the greatest success over all competition whenever and wherever exhibited or used in the UNITED STATES.

CHARLES WILLIAMS'
Patent Golden Eagle Furnaces,

Acknowledged by the leading Architects and Builders to be the most powerful and durable Furnaces offered, and the most prompt, systematic, and largest house in this line of business.

HEAVY REDUCTION IN PRICES,
and only first-class work turned out.
Nos. 1132 and 1134 MARKET Street,
PHILADELPHIA.

N. B.—SEND FOR BOOK OF FACTS ON HEAT AND VENTILATION. 6 29 4m

RICHMOND & CO.,
FIRST-CLASS
FURNITURE WAREROOMS
No. 45 SOUTH SECOND STREET,
EAST SIDE, ABOVE CHESNUT,
6 11 PHILADELPHIA

PATENTS.

PATENTS.

OFFICES FOR PROCURING
Patents in the United States and Foreign Countries,
FORREST BUILDINGS,
119 S. FOURTH St., Philada.,
AND MARBLE BUILDINGS,
SEVENTH Street, above F,
(Opposite U. S. Patent Office),
WASHINGTON, D. C.
H. HOWSON, Solicitor of Patents.
C. HOWSON, Attorney-at-Law.
Communications to be addressed to the Principal Offices Philadelphia. 10 mws

STATE RIGHTS FOR SALE.—STATE Rights of a valuable Invention just patented, and for the SLICING, CUTTING, and CHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE RIGHTS for sale. Model can be seen at TELEGRAPH OFFICE, COOPER'S POINT, N. J.
MUNDY & HOFFMAN.
527tf

ROOFING.

PHILADELPHIA
Painting and Roofing Co.

TIN ROOFS REPAIRED.

All leakages in Roofs warranted to be made perfectly tight.

SPENCER'S GUTTA-PERCHA PAINT

Will preserve Tin Roofs from Rusting and Leaking, and warranted to stand ten years without repainting.

This is the only Paint that will not crack or peel off. It is Elastic Paint; it expands and contracts with the tin, and leaves no cracks or seams open for water to get through.

IRON FENCES PAINTED WITH SPENCER'S PATENT IRON PAINT, made expressly for iron work, warranted not to crack or peel off; will retain its beautiful gloss for five years.

All work warranted.

All orders promptly attended to. Address

PHILADELPHIA PAINTING AND ROOFING COMPANY,
7 14 3m No. 53 N. SIXTH St., Philadelphia.

READY ROOFING.—This Roofing is adapted to all buildings. It can be applied to
STEEP OR FLAT ROOFS
at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while undergoing repairs. (No gravel used.)

PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.

I am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon; the best and cheapest in the market.

W. A. WELTON,
2 17§ No. 711 N. NINTH St., above Coates.

CITY ORDINANCES.

COMMON COUNCIL OF PHILADELPHIA,
CLERK'S OFFICE,
PHILADELPHIA, July 8, 1870.

In accordance with a resolution adopted by the Common Council of the city of Philadelphia on Thursday, the 7th day of July, 1870, the annexed bill, entitled "An Ordinance to Create a Loan for a House of Correction," is hereby published for public information.

JOHN ECKSTEIN,
Clerk of Common Council.

AN ORDINANCE
To Create a Loan for a House of Correction.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Mayor of Philadelphia be and he is hereby authorized to borrow, at not less than par, on the credit of the city, from time to time, for a House of Correction, five hundred thousand dollars, for which interest, not to exceed the rate of six per cent. per annum, shall be paid half yearly on the first days of January and July, at the office of the City Treasurer. The principal of said loan shall be payable and paid at the expiration of thirty years from the date of the same, and not before, without the consent of the holders thereof; and the certificates therefor, in the usual form of the certificates of city loan, shall be issued in such amounts as the lenders may require, but not for any fractional part of one hundred dollars, or, if required, in amounts of five hundred or one thousand dollars; and it shall be expressed in said certificates that the loan therein mentioned and the interest thereof are payable free from all taxes.

Section 2. Whenever any loan shall be made by virtue thereof, there shall be, by force of this ordinance, annually appropriated out of the income of the corporate estates and from the sum raised by taxation a sum sufficient to pay the interest on said certificates; and the further sum of three-tenths of one per centum on the par value of such certificates so issued, shall be appropriated quarterly out of said income and taxes to a sinking fund, which fund and its accumulations are hereby especially pledged for the redemption and payment of said certificates.

RESOLUTION TO PUBLISH A LOAN BILL.

Resolved, That the Clerk of Common Council be authorized to publish in two daily newspapers of this city daily for four weeks, the ordinance presented to the Common Council on Thursday, July 7, 1870, entitled "An ordinance to create a loan for a House of Correction;" and the said Clerk, at the stated meeting of Councils after the expiration of four weeks from the first day of said publication, shall present to this Council one of each of said newspapers for every day in which the same shall have been made. 7 8 24t

FIRE AND BURGLAR PROOF SAFE
J. WATSON & SON,
Of the late firm of EVANS & WATSON,
FIRE AND BURGLAR-PROOF
SAFE STORE,
No. 53 SOUTH FOURTH STREET,
3 215 A few doors above Chesnut st., Philada.

REAL ESTATE AT AUCTION.

TRUSTEES' SALE
ESTATE
OF THE
FREEDOM IRON AND STEEL COMPANY.

The undersigned, Mortgagees and Trustees under the mortgage of the FREEDOM IRON AND STEEL COMPANY, which bears date February 1, 1867, under and pursuant to a request and notice of creditors, given under the provisions of the said mortgage, for default of payment of interest,

Will sell at public sale, at the Philadelphia Exchange, on TUESDAY, the 27th day of September, A. D. 1870, at 12 o'clock noon, by

M. THOMAS & SONS, Auctioneers.

All the lands, tenements, hereditaments, and real estate of whatsoever kind and wheresoever situate and being of the said Freedom Iron and Steel Company, and all the buildings, machine shops, machinery, fixtures, forges, furnaces, grist mill, ore rights, stationary engines, saw mills, railroads and cars of every kind belonging to the said Company granted in mortgage by the said Company to us by the said mortgage, viz.:—

About thirty-nine thousand (39,000) acres of land in Mifflin and Huntingdon counties, Pennsylvania, on which there are erected extensive steel works, four (4) charcoal blast furnaces, and numerous shops and buildings, to wit:—

The property known as the Freedom Iron and Steel Works, in Mifflin county, Pennsylvania, comprising two hundred and eighty-nine (289) acres of land.

One (1) charcoal blast furnace, Bessemer steel converting house, hammer shop, rail and plate mill, steam forge, tyre mill, water-power bloomery, cast-steel works, foundry and machine shops, old forge, smith shop, carpenter shop, store with warehous attached, mansion house, offices, 64 dwelling houses saw-mill, lime-kiln, stables and other buildings, with stationery engines, machinery, and fixtures.

Also, the property known as the Greenwood Ore Bank, in Union township, Mifflin county, containing 91 acres of land, and 20 dwelling houses and stables.

Also, the property known as the Week's Saw Mill, in the same county, containing 2352 acres of land, with mill and all the machinery and appurtenances thereof. With two small tracts of land in Derry township, Mifflin county, each containing about one acre, more or less, respectively known as the Cunningham and Ryan lots, and two small tracts of land, containing about one acre and one-fourth of an acre, respectively, known as the Hostetter lot, and the Stroup House and lot, in Union township, Mifflin county.

Also, about 17,400 acres of unseated lands, in Mifflin county.

Also, the right to take ore on the Muthersbaugh farm, in Decatur township, Mifflin county, at a royalty of 25 cents per ton.

Together with about 907 acres of land, in Huntingdon county, known as the Greenwood Furnace tract, with two charcoal blast furnaces, known as the Greenwood Furnaces, with engines and fixtures, with mansion house, 17 stables, carpenter shop, blacksmith shop, 82 dwelling houses, offices and store, one grist mill, with stable and buildings of every description, railroad and ore cars.

Also, the property known as the Monroe Furnace, in Barre township, Huntingdon county, containing about 179 acres of land, with nine dwelling-houses, stables, carpenter shop, smith shop, store and office building.

Also, about 17,200 acres of land, in Huntingdon county (of which 637 acres are seated and partly improved). Together with all and singular the corporate rights, privileges, and franchises of the said Company.

The foregoing properties will be sold in one parcel or lot, in payment of the bonds of the said Freedom Iron and Steel Company, amounting to $500,000, with interest from February 1, 1869, secured by the said mortgage to the trustees, under the terms of which this sale is made, the said mortgage being a first mortgage on the said property. The terms of sale of the property above described will be as follows:—

$2000 in cash, to be paid when the property is struck off. The balance to be paid in cash upon the execution of the deed to the purchaser.

The Trustees will also sell at the same time and place, and under the same request and notice of creditors, all the right, title, and interest of the Trustees, as mortgagees in trust, of, in, and to the following described properties, viz.:—

The property known as the Yoder Farm, in Brown township, Mifflin county, containing 158 acres, 124 perches, composed of two tracts as follows:—

Beginning at stone in road, thence by land of John D. Barr, north 53 degrees east, 102 5-10 perches to stone; thence by land of Joseph B. Zook, north 44½ degrees west, 202 3-10 perches, to stone; thence by land of John Hooley, south 46½ degrees west 102 1-10 perches, to stone; thence south 44½ degrees east, 190 6-10 perches, to the place of beginning—containing one hundred and twenty-five acres and twelve perches net measure.

Also all that other certain tract of land adjoining above, beginning at stone in road, thence up said road, north 44½ deg. west, 67 5-10 perches, to stone; thence by land of John Hooley, south 45½ deg. west, 79 6-10 perces to stones; thence by land of David L. Yoder, south 42½ deg. east, 66 8-10 perches, to stone in road; thence along said road and by land of Gideon Yoder, north 46½ deg. east, 81 1-10 perches, to the place of beginning—containing thirty-three acres and one hundred and twelve perches, net measure.

The same being subject to mortgage given to secure bonds, amounting to $11,738·34, upon $3800 of which interest is due from April 1, 1869, and on balance of said bonds interest is due from April 1, 1868.

Also, the property known as the Williams farm, as follows:—

All that certain tract of land situate in Derry township, Mifflin county, Pa., bounded and described as follows:—

Beginning at a chesnut, corner of lands of Philip Martz, thence by lands of William Henney and Samuel McManamy, north 37 degrees west, 93½ perches, to a hickory; thence by lands of Samue McManamy, north 17 degrees west, 17 porches; thence by land of James M. Martin, south 75 degrees west, 22 perches, to a post; thence by land of Johnston Sigler, south 57 degrees west, 169 perches, to a hickory; thence by lands of Peter Townsend's heirs, south 37 degrees east, 91 perches, to stones; thence by land of heirs of John McDonell, deceased, and Mrs. McIlvain, north 60 degrees east, 98½ perches, to a post; thence by land of Philip Martz, north 70½ degrees east, 89½ perches, to the place of beginning—containing one hundred and seven acres and twenty-nine perches of land, and allowance.

This property is charged with a mortgage, given to secure bonds for $1250, with interest at 6 per cent. per annum, from November 8, 1868.

Also, the property known as the Stroup Ore Bank, in Union township, Mifflin county, containing about nine acres and eighty-nine perches.

The last named property is subject to a mortgage given to secure a bond for $1000, bearing interest at the rate of 6 per cent. per annum from July 28, 1868.

The terms of sale of the last three described properties will be as follows:—

Twenty-five dollars in cash to be paid upon each when they are respectively struck off.

The balance of the purchase money of each to be paid in cash upon the execution of the conveyance to the purchaser.

WISTAR MORRIS,
JAMES T. YOUNG, Trustees.
ENOCH LEWIS,
M. THOMAS & SONS,
Auctioneers.
6 27 mth 1827

PRESIDENT LINCOLN, AT THE OUTbreak of the War, by proclamation, called for forty-two thousand volunteers to suppress the Rebellion, and the War Department promised that each soldier should have a bounty of $100, when discharged.

THE SUPREME COURT OF THE UNITED STATES HAS DECIDED THAT THIS PROMISED BOUNTY MUST NOW BE PAID. We are prepared to obtain it for every soldier who enlisted before July 22, 1861, for three years, and was subsequently honorably discharged, whether he served for a short or long time.

It is desirable to have the soldier's discharge, but the bounty can be obtained where the discharge is lost or cannot be had. No collection, no charge.

Call upon or write to the General Col Agency, R. S. LEAGUE & CO., No. 135 S. SEV Street Philadelphia.

PROPOSALS.

PROPOSALS FOR MATERIALS TO BE SUPPLIED TO THE NAVY YARDS UNDER THE COGNIZANCE OF THE BUREAU OF CONSTRUCTION AND REPAIR.

NAVY DEPARTMENT,
BUREAU OF CONSTRUCTION AND REPAIR,
WASHINGTON, D. C., July 14, 1870.

SEALED PROPOSALS to furnish Timber and other materials for the Navy for the fiscal year ending June 30, 1871, will be received at this Bureau until 12 o'clock M. of the 15th of August next, at which time the proposals will be opened.

The proposals must be addressed to the Chief of the Bureau of Construction and Repair, Navy Department, Washington, and must be indorsed "Proposals for Timber, etc., for the Navy," that they may be distinguished from other business letters.

Printed schedules for such classes as parties deal in and intend to bid for, together with instructions to bidders, giving the forms of proposals of guarantee, and of certificate of guarantors, with printed forms of offer, will be furnished to such persons as desire to bid, on application to the Commandants of the respective Navy Yards, and those of all the yards on application to the Bureau.

The Commandant of each Navy Yard and the purchasing paymaster for each station will have a copy of the schedules of the other yards, for examination only, in order that persons who intend to bid may judge whether it is desirable to make application for any of the classes of those yards.

The proposals must be for the whole of a class, and all applications for information or for the examination of samples must be made to the commandants of the respective yards.

The proposal must be accompanied by a certificate from the Collector of Internal Revenue for the district in which the bidder resides, that he has a license to deal in the articles for which he proposes; *and, by direction of the Department, bids or offers will be received only from parties who are bona fide dealers in, or manufacturers of, the articles they offer to furnish.* The guarantors must be certified by the Assessor of Internal Revenue for the district in which they reside.

The contract will be awarded to the person who makes the lowest bid and gives the guarantee required by law, the Navy Department, however, reserving the right to reject the lowest bid, or any which it may deem exorbitant.

Sureties in the full amount will be required to sign the contract, and their responsibility must be certified to the satisfaction of the Navy Department.

As additional security twenty per centum will be withheld from the amount of the bills until the contracts shall have been completed, and eighty per centum of the amount of each bill, approved in triplicate by the Commandant of the respective yards, will be paid by the Paymaster of the station designated in the contract within ten days after the warrant for the same shall have been passed by the Secretary of the Treasury.

The classes of this Bureau are numbered and designated as follows:—

No. 1, White Oak Logs; No. 3, White Oak Curved Timber; No. 4, White Oak Plank; No. 7, Yellow Pine Logs; No. 8, Yellow Pine Beams; No. 9, Yellow Pine Mast Timber; No. 11, White Pine Logs; No. 12, White Pine Mast Timber; No. 13, White Pine Plank, Boards; No. 15, White Ash, Elm, Beech; No. 16, White Ash Oars; No. 17, Hickory; No. 18, Black Walnut, Mahogany, Maple, Cherry; No. 20, Locust Treenails; No. 22, Cypress, Cedar; No. 23, Black Spruce; No. 24, White Oak Staves and Headings; No. 25, Lignumvitæ; No. 30, Ingot Copper; No. 32, Wrought Iron, round and square; No. 33, Wrought Iron, flat; No. 34, Iron, plate; No. 35, Steel; No. 37, Iron Spikes; No. 38, Iron Wrought Nails; No. 39, Iron Cut Nails; No. 42, Lead, pipe, sheet; No. 43, Zinc; No. 44, Tin; No. 45, Solder; No. 48, Locks, Hinges, Bolts, of brass and iron; No. 49, Screws, of brass and iron; No. 50, Files; No. 51, Augers; No. 52, Tools for ship stores; No. 53, Tools for use in yard and shops; No. 54, Hardware; No. 56, White Lead; No. 57, Zinc Paints; No. 58, Colored Paints, dryers; No. 59, Linseed Oil; No. 60, Varnish, Spirits Turpentine; No. 63, Sperm and Lard Oil; No. 64, Tallow, Soap; No. 68, Glass; No. 69, Brushes; No. 70, Dry Goods for upholstering; No. 71, Stationery; No. 73, Ship Chandlery; No. 74, Acids; No. 75, Resin, Pitch, Crude Turpentine; No. 77, Belting, Packing; No. 78, Leather, pump rigging, lacing; No. 80, Junk; No. 88, Charcoal.

The following are the classes, by the numbers, required at the respective navy-yards:—

KITTERY.

Nos. 8, 13, 15, 16, 17, 18, 22, 32, 33, 35, 39, 44, 48, 49, 50, 51, 53, 54, 56, 57, 60, 63, 68, 69, 71, 73, 74, 78, 88.

CHARLESTOWN.

Nos. 7, 13, 15, 16, 18, 22, 24, 25, 32, 33, 34, 35, 37, 38, 39, 42, 43, 44, 48, 49, 50, 51, 52, 53, 54, 56, 57, 58, 59, 60, 63, 64, 68, 69, 70, 71, 73, 74, 75, 77, 78, 88.

BROOKLYN.

Nos. 1, 7, 9, 13, 15, 16, 17, 18, 23, 24, 25, 32, 33, 34, 37, 39, 42, 43, 44, 48, 49, 50, 51, 52, 53, 54, 56, 57, 58, 59, 60, 63, 64, 68, 69, 70, 71, 73, 74, 75, 77, 80, 88.

PHILADELPHIA.

Nos. 4, 7, 9, 13, 15, 18, 32, 33, 48, 71.

WASHINGTON.

Nos. 1, 3, 7, 11, 12, 13, 17, 18, 20, 22, 23, 30, 32, 33, 34, 35, 37, 39, 42, 44, 45, 48, 49, 50, 51, 53, 54, 57, 58, 59, 60, 63, 64, 68, 69, 70, 71, 73, 74, 77, 78, 88.

NORFOLK.

Nos. 1, 13, 15, 18, 22, 25, 32, 33, 39, 42, 44, 48, 49, 50, 53, 54, 57, 58, 59, 60, 63, 64, 69, 70, 71, 73, 77, 78.

MARE ISLAND.

Nos. 15, 18, 32, 33, 34, 35, 38, 39, 42, 43, 44, 48, 49, 50, 51, 53, 54, 56, 57, 58, 60, 64, 68, 69, 70, 71, 73, 74, 77, 88, 89. 7 14 law4w

---

PROPOSALS FOR NAVAL MATERIAL.

NAVY DEPARTMENT,
BUREAU OF EQUIPMENT AND RECRUITING,
July 11, 1870.

SEALED PROPOSALS to furnish material for the Navy for the fiscal year ending June 30, 1871, will be received at this Bureau until 10 o'clock A. M. of the 5th of August next, at which time the proposals will be opened.

The proposals must be addressed to the "Chief of the Bureau of Equipment and Recruiting, Navy Department, Washington," and must be indorsed "Proposals for Materials for the Navy," that they may be distinguished from other business letters.

Printed schedules for any class, together with instructions to bidders, giving the forms of proposal, of guarantee, and of certificates of guarantors, will be furnished to such persons as desire to bid on application to the commandants of the respective navy yards, and those of all the yards on application to the Bureau.

The Commandant of each navy yard and the purchasing Paymaster of each station will have a copy of the schedules of the other yards, for examination only, in order that persons who intend to bid may judge whether it is desirable to make application for any of the classes of those yards.

The proposals must be for the whole of a class, and all applications for information or for the examination of samples must be made to the Commandants of the respective yards.

The proposals must be accompanied by a certificate from the Collector of Internal Revenue for the district in which the bidder resides that he has a license to deal in the articles for which he proposes, and he must further show that he is a manufacturer of or a regular dealer in the articles which he offers to supply. The guarantors must be certified by the Assessor of Internal Revenue for the district in which they reside.

The contract will be awarded to the person who makes the lowest bid and gives the guarantee required by law, the Navy Department, however, reserving the right to reject the lowest bid or any which it may deem exorbitant.

Sureties in the full amount will be required to sign the contract, and their responsibility must be certified to the satisfaction of the Navy Department. As additional security, twenty per centum will be withheld from the amount of the bills until the contract shall have been completed, and eighty per centum of the amount of each bill, approved in triplicate by the Commandant of the respective yards, will be paid by the Paymaster of the station designated in the contract in funds or certificates, at the option of the Government, within ten days after the warrant for the same shall have been passed by the Secretary of the Treasury.

The classes of this Bureau are numbered and designated as follows:—

No. 1—Flax Canvas, etc.
No. 2—Cotton Canvas, etc.
No. 3—Cotton Hammock Bag and Cot stuff.
No. 4—Iron and Steel.
No. 5—Galley Iron.
No. 7—Chain Iron.
No. 8—Hardware.
No. 9—Cooking Utensils.
No. 11—Tin and Zinc.
No. 12—Leather.
No. 13—Soap and Tallow.
No. 14—Ox hides for rope.
No. 15—Brushes.
No. 16—Ship Chandlery.
No. 17—Tar and Tar Oil.
No. 18—Stationery.
No. 19—Dry Goods.
No. 20—Firewood and coal.
No. 21—Sand.

CHARLESTOWN NAVY YARD.

Classes Nos. 2, 3, 4, 8, 9, 12, 13, 14, 15, 16, 17, 18, 20.

BROOKLYN, NEW YORK.

Classes Nos. 1, 2, 3, 8, 9, 12, 13, 15, 16, 17, 18, 19, 20, 21.

PHILADELPHIA.

Classes Nos. 2, 8, 12, 16, 17, 18, 19, 20.

WASHINGTON.

Classes Nos. 2, 4, 5, 6, 7, 8, 11, 12, 13, 16, 17, 18, 20.

NORFOLK.

Classes Nos. 2, 3, 8, 9, 11, 12, 13, 15, 16, 17, 18, 19, 20.

PORTSMOUTH, N. H.

Classes Nos. 2, 8, 12, 13, 16, 17, 18, 19, 20, 21. 7 12 tu4w

IMPORTANT TO PARENTS.—MOTHERS and fathers whose sons were lost in the war, or who died after discharge of disease contracted in the service, are entitled to PENSIONS, if in any way dependent upon their sons for support. We recommend all who think they are entitled to call on ROBERT S. LEAGUE & CO., No. 135 S. SEVENTH Street, who will procure for them a Pension, or give any information, free of charge, relative to Back Pay, Bounty, Prize Money, etc.

TO SOLDIERS AND SAILORS AND THEIR HEIRS.—Advice and information given free. If you have any kind of claim against the Government of the United States, write to or call at once upon R. S. LEAGUE & CO., the General Collection Agency, 135 S. SEVENTH Street.

THE GERMANS.

A MASS MEETING LAST EVENING—AN ADDRESS TO THE GERMANS AT HOME.

About five thousand German citizens assembled in and around Concordia Hall, last evening, to give expression to their opinion in reference to the warlike condition of affairs in Europe. The room was profusely decorated with American and German flags. At half-past 8 o'clock the meeting was called to order by Professor Seidensticker, upon whose motion Dr. E. Morwitz was called to the chair. After appointing vice-presidents and secretaries, Mr. Candidus submitted the following address and resolutions, which were adopted with the most enthusiastic applause:

The German citizens of Philadelphia—the birthplace of American independence and Union—in mass meeting assembled, send their brotherly greeting to the German people:

As German Americans we feel the deepest sympathy with the German fatherland and the German people in their just opposition against foreign usurpation.

Not only as inhabitants of the great metropolis, Philadelphia, with nearly one million of inhabitants, of which no less than 150,000 are of German origin, but in the spirit of all the Germans of the great State of Pennsylvania, which among its four millions of citizens counts nearly one-half of them Germans, we address you these words:—The brave, noble, and industrious German Pennsylvania race is partly composed of the descendants of those refugees who have been driven away by that despot, Louis XIV, and his incendiaries, one hundred and eighty years ago from their homes in Alsace, Lorraine, the Palatinate, Baden, and Wurtemberg. Could their sympathies be with the arch enemy of the German race, the enemy who has driven their fathers over the ocean, and who has robbed the most beautiful German provinces on the blessed garden spot of the Rhine from the German nation? Could their sympathy be with those whose policy is to "rob and seek glory," and who allow neither at home nor abroad independence and liberty?

Certainly not! The entire German Pennsylvania race is with you and for you in this great struggle. They invoke you thus:—The time has come to blot out this disgrace borne so long, and the German provinces of Alsace and Lorraine, which the conqueror at the time of Germany's deepest distress tore away from the German fatherland, now to reunite with the new-born German nation to a rejuvenated German union.

Napoleon III, the heir of the policy of the conqueror, the imitator of a Louis XIV, again threatens the Rhine and the independence of Germany. The time has come forever to break in two the sword and the rule, the policy of the conqueror, and to break way for the freedom and integrity of all nations.

Germen brethren! We know you have risen like men against the insolent disturber of your peace, your welfare, and sovereignty as a people. We well know, and we are proud to observe, that North and South Germany, monarchs and people, have formed an indestructible covenant for the purpose of defeating and humbling the common enemy!

We know that the remembrance of 1812 and 1815 like a fire cloud travels over Germany and kindles the flames in every heart! Brethren in Germany, we feel proud and happy at the receipt of such message, being convinced that the disgrace of olden times, that a Rheinbund, a divided Germany, can never be repeated by a foreign usurper.

You are united, and thus you will be victorious; you will vanquish all your enemies! We here pledge ourselves to assist you with all our might to bear the heavy burden and sufferings caused by the war.

Your wounded, the widows and orphans of your warriors, are also our wards. And for this you have here the pledge of brothers, who, notwithstanding the great distance of space that separates them from you; despite their working in another glorious union of States, yet with undying love and fidelity cling to the old German fatherland, German customs, habits, and German language.

Victory be with you! May victory crown the banners under your brave generals! Victory not for revenge, but for a just retribution for the old insult and a full guarantee of a lasting peace. Victory till the overthrow of the third and last of the Bonapartes shall be accomplished, the Cæsar of modern times dethroned, and the politics of the Cæsars destroyed, a policy created upon the ruin of nations for the glory and avarice of a despotic dynasty.

Speeches were made by Dr. Morwitz, Dr. Kellner, and others.

THE WAR.

THIS MORNING'S DESPATCHES.

CONCENTRATION OF FRENCH TROOPS—THE FRENCH REGENCY AND THE EMPRESS—HOW PRUSSIAN PRISONERS WILL FARE—ANOTHER SKIRMISH ON THE FRONTIER—A VICTORY CLAIMED BY THE FRENCH.

PARIS, July 27.—During the absence of the Emperor from the capital, the administration will be guided in its policy by instructions and orders prepared by the Emperor, and to be inscribed in the book of state and made known in the general orders of the service. The Ministry will have cognizance of the Emperor's wishes and instructions, beyond which the Empress will not be authorized to proceed in any case in her capacity of regent. The Empress will preside at the ministerial councils, but will not have power to promulgate any other laws than those now pending before the legislative chambers.

PARIS, July 27.—The *Journal Officiel* of to-day says:—We have intelligence that a rumor has been circulated on the other side of the Rhine that the Emperor has given orders that prisoners of war be treated with the utmost rigor, and placed outside of the protection of the law of nations. This report is absurd, and so far is it from being true that the Emperor desires to treat prisoners with the greatest humanity.

A circular from M. Ollivier, citing the discussion of the question in the Corps Legislatif, says that journals are only forbidden to mention the movements of troops or preparations for active operations. They have the right to speak of the events of the war in the light of accomplished facts. The *Journal* adds, as a matter of duty, a reminder to all persons that, by the terms of article seventy-seven of the penal code, any person giving intelligence to the enemy of the movements of the army, or giving aid in money to the hostile forces, will be punished with death. The *Journal* reminds non-political newspapers that they are not entitled to print anything relative to the war.

Another circular from the Prime Minister calls upon the bishops to offer public prayers to place France, her chief, and the noble infant who goes to battle at such a tender age, under the protection of Him who holds in His hands the fate of battles and the destinies of the people. At a time when our heroic army is on the march, let us ask God to keep our arms, and to grant that glorious and durable peace may quickly follow the griefs and sacrifices of war.

PARIS, July 27.—The *Liberte* has the following information from the scene of war:

The Prussians have evacuated Weisserbillig, and at Treves they have only two squadrons of cavalry. They are concentrating at Mayence, where King William arrived last night.

There is a rumor of an engagement yesterday, in which thirty Germans were killed and eighty made prisoners, without loss to the French. No details of the fight or confirmation of the report are yet received.

The *Gaulois* repeats the rumor that an American legion of 500 men is organizing here under the command of a French officer. The report is still regarded as doubtful.

LONDON, July 27.—The *Times* to-day maintains that its publication of the proposed secret treaty between France and Prussia has had one good effect. It secured the neutrality of Belgium, which, without this warning, would have been liable to violation at any moment.

LONDON, July 27.—A revolutionary intrigue is rife in Rome and Italy in view of the probable withdrawal of the French troops. A secret deposit of arms has been discovered in Genoa, and a large quantity of guns and ammunition were seized by the Government. The Pope is deeply alarmed at the projects of France and the plots of the party of action. The French prelates who were absent from the council at the time of the final vote on the infallibility dogma are now sending in their adhesion to the new article of faith. Among those who have thus signified their acquiescence are the Archbishops of Rheims, Tours, Chambery, Auch, and six bishops of Orleans, Strasbourg, Nantes, Vannes, Montauban, Sardes, and Clermont.

LONDON, July 27.—The grand movement across the frontier will commence on Wednesday or Thursday.

The centre and nearly the whole of the right, except the army of Africa, which is rapidly coming up, and of which the *corps d'etat* is already at hand, are now in line between Bitche and Sarreguemines. The left wing, which is immensely strong at Metz and Thionville, will make for Saarlouis and Birckenfeld, the right and centre heading for Kaiserslarten and Nur.

This movement will be along the western slope of the Vosges, although a corps will probably be ordered to move in a parallel direction along a line east of that range to watch the defiles and to give warning of any flank attack by the Prussians. It is not unlikely that the French army will then descend the valley of the Nahe, and that the King of Prussia, if he is willing to fight at all on the left bank of the Rhine, will accept battle somewhere about Kreutznack. The position is strong in itself, and affords a secure retreat upon Mayence.

With regard to the chances of success of the two combatants in the first battle, the odds are immensely in favor of France. For the last twelve days she has been massing the whole of her army on the frontier, and within one or two marches of the Bitche and Sarreguemines. Battalions are being sent forward and others remain behind, but the French are evacuating every garrison *en masse*. I put 800,000 down as the lowest number the Emperor means to have under his hand and in complete communication at the entrance of the campaign, and I believe concentration now (July 24) to be within forty-eight hours of completion.

The Prussians have hardly yet been able to effect such a concentration of strength as the French have done, and I believe on the opening of the campaign, either with or without a battle, the Prussians must retire behind the Rhine.

LONDON, July 27.—The government intends to make no further statement about the war, except one through Earl Granville. Mr. Gladstone will say nothing unless questioned, but it is believed that the opposition to the war will bring on debate on Friday in the House of Commons.

The Prussian headquarters is still at Berlin. Prince Frederick Charles is at present commanding the Army of the Rhine. It is considered certain in Berlin that Napoleon, counting on the disloyalty of South Germany, would concentrate a considerable force, and is bitterly disappointed by the unanimity of Germany, and not daring to risk a movement northward with South Germany on his flank, Napoleon has certainly delayed and perhaps altered his original campaign. It is believed no advance can be made at any point without risking a general engagement. Prussia, though not ready to attack, is ready everywhere for defense. The prolonged stay here of the officers of the general headquarters, including King William and General Moltke, shows confidence that the Prussian lines cannot anywhere suddenly be forced.

RAILROAD LINES.

WEST JERSEY RAILROADS.

SUMMER ARRANGEMENTS.
COMMENCING THURSDAY, JUNE 30, 1870.

Leave Philadelphia, foot of Market street (upper ferry), at

8·00 A. M., Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate stations.

9·00 A. M. Mail and Express for Cape May.

11·45 A. M., Woodbury Accommodation.

3·15 P. M., Accommodation for Cape May, Millville, Vineland, and way stations below Glassboro.

3·30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations.

4·00 P. M., Fast Express, for Cape May only.

5·45 P. M., Passenger for Swedesboro and Clayton, stopping at all stations on signal.

Sunday Mail Train leaves Philadelphia at 7·15 A. M.; returning, leaves Cape May at 5·10 P. M.

Commutation tickets at reduced rates between Philadelphia and all stations.

Cape May Season Tickets, good for four months from date of purchase, $50. Annual Tickets, $100.

Freight Train leaves Camden daily at 9·20 A. M., stopping at all stations between Glassboro and Cape May, and 12 o'clock noon for Swedesboro, Salem, and Bridgeton.

Freight received in Philadelphia at second covered wharf below Walnut street.

Freight delivery at No. 228 S. Delaware avenue.

8 15 WM. J. SEWELL, Superintendent.

BUILDING MATERIALS.

R. R. THOMAS & CO.,
DEALERS IN
Doors, Blinds, Sash, Shutters
WINDOW FRAMES, ETC.,
N. W. CORNER OF
EIGHTEENTH and MARKET Streets
4 12 12m PHILADELPHIA.

J. T. EASTON. J. M'MAHON.
EASTON & McMAHON,
SHIPPING AND COMMISSION MERCHANTS,
No. 2 COENTIES SLIP, New York,
No. 18 SOUTH WHARVES, Philadelphia,
No. 45 W. PRATT Street, Baltimore.
We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest notice.

PENSIONS, PENSIONS.—ALL WOUNDED or disabled SOLDIERS, also the widows, children under sixteen, or dependent mothers and fathers of those who died in the service, or since discharge, of disease contracted in the service, who have not yet claimed a pension, should apply at once to ROBERT S. LEAGUE & CO., General Claim Office, No. 135 S. SEVENTH street. To secure back pension, claims must be made within five years from date of discharge or date of death. Long standing or rejected claims promptly settled.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE

from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.

SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

At 7·30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6·35 P. M.; arrives in Philadelphia at 9·25 P. M.

MORNING EXPRESS.

At 8·15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7·30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3·30 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6·25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8·40 A. M. Returning, leaves Philadelphia at 4·00 P. M.; arrives in Pottstown at 6·15 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leave Pottsville at 5·40 A. M. and 4·20 P. M., and Reading at 7·30 A. M. and 6·35 P. M., stopping at all way stations; arrive in Philadelphia at 10·20 A. M. and 9·25 P. M.

Returning, leaves Philadelphia at 5·15 P. M.; arrives in Reading at 7·55 P. M., and at Pottsville at 9·40 P. M.

Morning Express trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harris-burg at 2·50 P. M., and Pottsville at 2·50 P. M., arriving at Philadelphia at 7·00 P. M.

Harrisburg Accommodation leaves Reading at 7·15 A. M. and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·35 P. M., arriving in Philadelphia at 9·25 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12·30 noon, for Reading and all way stations; leaves Pottsville at 5·40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3·15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4·25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railroads.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·30, and 4·00 P. M. trains from Philadelphia. Returning from Downingtown at 6·20 A. M., 12·45, and 5·15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7·30 A. M., 12·30, and 5·15 P. M. trains from Philadelphia, returning from Schwenksville at 6·45 and 8·05 A. M., 12·45 noon, and 4·15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7·30 A. M. and 4·00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7·00 and 11·00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leave New York at 9·00 A. M. and 5·00 P. M., passing Reading at 1·45 and 10·05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5·35 A. M. and 8·50 A. M., passing Reading at 7·23 A. M. and 10·40 A. M., arriving at New York 12·05 noon and 3·50 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8·10 A. M. and 2·50 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6·30 and 11·30 A. M., and 6·50 P. M., returning from Tamaqua at 8·35 A. M., and 1·40 and 4·50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8·55 A. M. for Pinegrove and Harrisburg, and at 12·05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3·40 P. M., from Brookside at 3·45 P. M., and from Tremont at 6·25 A. M. and 5·05 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at $47·00 each, for families and firms.

SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2·15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4·35 A. M., 12·30 noon, 5 and 7·15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHESNUT, as follows:—

FROM PHILADELPHIA.

6·45 A. M., for B. C. Junction, stops at all stations.

7·15 A. M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.

9·40 A. M. for West Chester stops at all stations.

11·50 A. M. for B. C. Junction stops at all stations.

2·30 P. M. for West Chester stops at all stations.

4·15 P. M. for B. C. Junction stops at all stations.

4·45 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

5·30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.

6·55 P. M. for West Chester stops at all stations.

11·30 P. M. for West Chester stops at all stations.

FOR PHILADELPHIA.

5·25 A. M. from B. C. Junction stops at all stations.

6·30 A. M. from West Chester stops at all stations.

7·40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

8·15 A. M. from B. C. Junction stops at all stations.

10·00 A. M. from West Chester stops at all stations.

1·05 P. M. from B. C. Junction stops at all stations.

1·55 P. M. from West Chester stops at all stations.

4·55 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

6·55 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

9·00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

ON SUNDAYS.

8·05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

2·30 P. M. for West Chester stops at all stations.

4·30 A. M. from West Chester stops at all stations.

7·50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

W. C. WHEELER, Sup't.

RAILROAD LINES.

1870.—FOR NEW YORK—THE CAMDEN

and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 6·30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3·30 P. M., Accommodation, via Camden and Jersey City.

VIA NEW JERSEY SOUTHERN RAILROAD.

At 7 A. M. and 3·30 P. M. for New York, Long Branch, and intermediate places.

At 6 P. M., for Amboy and intermediate stations.

At 6·30 A. M., 2 and 3·30 P. M. for Freehold.

At 8 A. M. and 2 P. M. for Long Branch and points on New Jersey Southern Railroad.

At 8 and 10 A. M., 12 M., 2, 3·30, and 5 P. M. for Trenton.

At 6·30, 8, and 10 A. M., 12 M., 2, 3·30, 5, 6, 8, and 11·30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.

At 6·30 and 10 A. M., 12 M., 3·30, 5, 6, 8, and 11·30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.

At 6·30 and 10 A. M., 12 M., 5, 6, 8, and 11·30 P. M. for Fish House.

The 11·30 P. M. line leaves from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 7·30 A. M., 2·30, 3·30, and 5, P. M. for Trenton and Bristol, and at 10·45 A. M. and 6 P. M. for Bristol.

At 7·30 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.

At 7·30 and 10·45 A. M., 2·30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12·30, 5·15, and 7·30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 10·45 A. M., 12·30, 2·30, 5·15, 6, and 7·30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

FROM WEST PHILADELPHIA DEPOT,
Via Connecting Railroad.

At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M., New York Express Lines, and at 11·30 P. M., Emigrant Line, via Jersey City.

At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M. for Trenton and Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9·30 A. M., 6·45 and 12 P. M. Lines will run daily. All others Sundays excepted.

Sunday Lines leave at 9·30 A. M., 6·45 P. M., and 12 night.

BELVIDERE DELAWARE RAILROAD LINES,
FROM KENSINGTON DEPOT.

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7·30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 9 A. M., 1, 2·15, 3·30, 5, and 6·30 P. M., and on Thursday and Saturday nights at 11·30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2·15 and 6·30 P. M. for Lumberton and Medford.

At 7 and 9 A. M., 1, 3·30, and 5 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 7 and 10 A. M., 1 and 3·30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3·30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown.

The 7 A. M. and 3·30 P. M. Lines leave from Walnut street wharf.

July 5, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.

COMMENCING MONDAY, JUNE 6, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11·45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11·30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11·45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 P. M. The 5·00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6·45 and 8·10 A. M., 2·00, 4·00, and 7·15 P. M. The 8·10 A. M. train will not stop between Chester and Philadelphia. The 7·15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6·45 A. M. and 4·00 P. M. will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9·00 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8·00 A. M.; returning, left West Grove at 3·55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE.

NEW ROUTE
BETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH.

An ACCOMMODATION TRAIN in the morning and
AN EXPRESS TRAIN
in the Afternoon from each end of the route.
THE EXPRESS TRAIN
will be furnished with
SPLENDID PALACE CARS.
NO CHANGE OF CARS
BETWEEN PHILADELPHIA AND SANDY HOOK.
ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH.
ON AND AFTER MONDAY, July 4, 1870,
trains will run as follows:—
LEAVE NEW YORK,

from Pier No. 28 NORTH River, foot of Murray street, at 6·45 A. M. Accommodation and 4·30 P. M. Express.

LEAVE PHILADELPHIA,

from foot of WALNUT Street, at 7·00 A. M. Accommodation and 3·30 P. M. Express.

The NARRAGANSETT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with *unequalled accommodations*, and will make the connection between New York and Sandy Hook.

Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN *in a style unsurpassed by any Hotel in America.*

Fare between Philadelphia and New York......$3·00
" " " " Long Branch... 2·50

For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."

6 27 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.

CHANGE OF HOURS.

On and after MONDAY, April 4, 1870, trains will run as follows:—

LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue—

For PORT DEPOSIT at 7 A. M. and 4·30 P. M.

For OXFORD, at 7 A. M., 4·30 P. M. and 7 P. M.

For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2·30 P. M., 4·30 P. M., and 7 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4·30 P. M., leaving Oxford at 6·05 A. M., and leaving Port Deposit at 9·25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 4 1

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JULY 10, 1870.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.

Mail Train	8·00 A. M.
Paoli Accommodation, 10 A. M. & 12·50 and	7·10 P. M.
Fast Line	12·30 P. M.
Erie Express	11·00 A. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·10 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail and Pittsburg Express	10·30 P. M.
Way Passenger	11·30 P. M.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.

Cincinnati Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8·40 A. M.; arrives at Paoli at 9·40 A. M. Sunday Train No. 2 leaves Philadelphia at 6·40 P. M.; arrives at Paoli at 7·40 P. M.

Sunday Train No. 1 leaves Paoli at 6·50 A. M.; arrives at Philadelphia at 8·10 A. M. Sunday Train No. 2 leaves Paoli at 4·50 P. M.; arrives at Philadelphia at 6·10 P. M.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express	3·10 A. M.
Philadelphia Express	6·30 A. M.
Erie Mail	6·30 A. M.
Paoli Accommodat'n, 8·20 A. M. & 3·50 &	6·40 P. M.
Parkesburg Train	9·00 A. M.
Fast Line and Buffalo Express	9·35 A. M.
Lancaster Train	11·55 A. M.
Erie Express	5·40 P. M.
Lock Haven and Elmira Express	9·40 P. M.
Pacific Express	12·20 P. M.
Harrisburg Accommodation	9·40 P. M.

For further information apply to
JOHN F. VANLEER, JR., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

SUMMER ARRANGEMENT.
Takes effect May 16, 1870.

Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7·00 A. M. (Accommodation) for Fort Washington.

At 7·35 A. M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8·25 A. M. (Accommodation) for Doylestown.

9·45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.

11 A. M. (Accommodation) for Fort Washington.

1·15, 3·30, and 5·20 P. M., for Abington.

1·45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

2·30 P. M. (Accommodation) for Doylestown.

At 3·20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk.

4·15 P. M. (Mail) for Doylestown.

5·00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6·20 P. M. (Accommodation) for Lansdale.

8·00 and 11·30 P. M. (Accommodation) for Fort Washington.

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.

TRAINS ARRIVE IN PHILADELPHIA FROM

Bethlehem at 8·55, and 10·35 A. M.; 2·15, 5·05, and 8·25 P. M.

Doylestown at 8·25 A. M., 4·40 and 7·05 P. M.

Lansdale at 7·30 A. M.

Fort Washington at 9·20 and 11·20 A. M., 3·10 and 9·45 P. M.

Abington at 2·35, 4·55, and 6·45 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9·30 A. M.

Philadelphia for Doylestown at 2·00 P. M.

Philadelphia for Fort Washington at 8·30 A. M. and 7·00 P. M.

Doylestown for Philadelphia at 6·30 A. M.

Bethlehem for Philadelphia at 4·00 P. M.

Fort Washington for Philadelphia at 9·30 A. M. and 8·10 P. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.

May 16, 1870. ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD.

TIME TABLE.
On and after MONDAY, July 18, 1870.
FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 2½, 3¼, 3¾, 4, 4¾, 5·05, 5½, 6, 6¼, 7, 8, 9, 10·05, 11, 12 P. M.

Leave Germantown 6, 6·55, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 3¾, 4, 4¾, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8·20 down train, and 2½, 3¾, and 5¾ up trains, will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9¼ A. M., 2, 4·05, 7, and 10¾ P. M.

Leave Germantown at 8¼ A. M., 1, 3, 6, and 9¾ P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, and 12 A. M., 2½, 3¾, 5¾, 7, 9, and 11 P. M.

Leave Chesnut Hill 7·10, 8, 9·40, and 11·40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9¼ A. M., 2 and P. M.

Leave Chesnut Hill at 7·50 A. M., 12·40, 5·40, and 9·25 P. M.

Passengers taking the 6·55, 9 A. M., and 6½ P. M. trains from Germantown will make close connections with the trains for New York at Intersection Station.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1½, 3, 4¼, 5, 5½, 6¼, 8·05, 10, and 11¾ P. M.

Leave Norristown 5½, 6·25, 7, 7¾, 8·50, and 11 A. M., 1½, 3, 4½, 6¼, 8, and 9½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7¼ P. M.

Leave Norristown 7 A. M., 1, 5½, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1½, 3, 4¼, 5, 5½, 6¼, 8·05, 10, and 11¾ P. M.

Leave Manayunk 6, 6·55, 7½, 8·10, 9·20, and 11½ A. M., 2, 3½, 5, 6¾, 8½, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7¼ P. M.

Leave Manayunk 7½ A. M., 1½, 6½ and 9½ P. M.

PLYMOUTH RAILROAD.

Leave Philadelphia 5 P. M.

Leave Plymouth 6½ A. M.

The 7½ A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Wissinoming, Manayunk, Green Tree, and Conshohocken.

Passengers taking the 7, 9·05 A. M. and 6½ P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 9½ A. M. and 5 P. M. trains from New York connect with the 1 and 5 P. M. trains from Germantown to Ninth and Green streets.

5 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.

TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 9·25 A. M. and 4·25 P. M., on arrival of trains from Baltimore.

OXFORD at 6·05 A. M., 10·35 A. M., and 5·30 P. M.

CHADD'S FORD at 7·26 A. M., 12·00 M., 1·30 P. M., 4·45 P. M., and 6·49 P. M.

Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD,
4 1 General Superintendent.

AUCTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141 S. FOURTH STREET.

MARTIN BROTHERS, AUCTIONEERS.—(Lately Salesmen for M. Thomas & Sons.) No. 704 Chesnut st., rear entrance from Minor.

Administrator's Sale, No. 1618 Arch street.
SUPERIOR MAHOGANY AND ANTIQUE FURNITURE, Etc.
On Friday Morning,

19th inst., at 10 o'clock, at No. 1618 Arch street, by catalogue, by order of administrator, the superior household furniture, antique cases of drawers, dressing-tables, mirrors, high case clock, Canton china, glassware, English Brussels and Ingrain carpets, fine large feather beds, etc., etc. May be seen early on the morning of sale. 7 25 4t

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street; rear entrance No. 1107 Sansom street.

Sale No. 1110 Chesnut street.

NEW AND SECONDHAND HOUSEHOLD FURNITURE, Brussels and Ingrain Carpets, Rosewood Piano-Fortes, Gilt Frame Mantel and Pier Glasses, Fine Spring Hair and Husk Mattresses, Fine Silver Plated-ware and Table Cutlery, Decorated China Toilet Sets, Large and Small Clothes Hampers, Office Desks and Tables, Gas Chandeliers, Chromos and Engravings, China, Glassware, Etc.

On Friday Morning,

At 10 o'clock, at No. 1110 Chesnut street, will be sold, a very large assortment of superior Furniture, comprising parlor and library suits, in green, crimson and maroon plush and reps. Also, haircloth suits, fine walnut chamber suits, with wardrobes to match. Also, mattresses, carpets, mirrors, pictures, china, glassware, etc.

TERRA COTTA GARDEN FIGURES AND VASES.

Also, at 1 o'clock, will be sold, an assortment of vases, figures, etc. 7 27 2t

IMPORTANT SALE OF
SEVEN HANDSOME COTTAGES
AND 22 COTTAGE SITES,
AT CAPE MAY, N. J.
On Saturday Evening,

August 6, at 8 o'clock, at the Stockton Hotel, Cape May City, will be sold, at public sale,

Seven handsome double two-story Cottages, with Mansard roofs, containing from 9 to 13 rooms; built of the best materials and workmanship, and located most advantageously in relation to the sea-shore.

COTTAGE SITES.

At the same time will be sold 22 Lots of Ground desirably located for cottages, on Grant street, Wood street, and Broadway.

For particulars apply to the auctioneer, No. 1110 Chesnut street, Philadelphia,
Or R. B. Swain, Cape May, N. J. 7 27 9t

CONCERT HALL AUCTION ROOMS, No. 1219 CHESNUT Street.
T. A. McCLELLAND, AUCTIONEER.

Personal attention given to sales of household furniture at dwellings.

Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Thursday.

For particulars see "Public Ledger."

N. B.—A superior class of furniture at private sale

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

FIRST LARGE PEREMPTORY SALE OF 2,000 CASES BOOTS, SHOES, TRAVELLING BAGS, &c., FOR FALL OF 1870.
On Tuesday Morning,

August 2, at 10 o'clock, on four months' credit, including — cases men's, boys', and youth's calf, kip, buff leather and grain, cavalry, Napoleon, dress and Congress boots and balmorals; kip, buff and polished grain brogans; women's, misses', and children's calf, kid, enamelled, and buff leather, goat and morocco balmorals, Congress gaiters, lace boots, ankle ties, slippers, metallic overshoes and sandals, traveling bags, shoe lacets, &c. 7 27 5t

BY BARRITT & CO., AUCTIONEERS.
CASH AUCTION HOUSE,
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge. 11 24§

JOSEPH PENNEY,
AUCTIONEER,
No. 1307 CHESNUT STREET. 6 28 tf

IN LOUISVILLE, KY
GEORGE W. ANDERSON. H. C. STUCKY.
THOMAS ANDERSON & CO.
(Established 1826.)
AUCTIONEERS AND COMMISSION MERCHANTS,
LOUISVILLE, KY.

Business strictly Commission. All auction sales exclusively for cash.

Consignments solicited for auction or private sales.

Regular auction sales of boots, shoes, and hats every Thursday.

Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. 3 19 8m

RAILROAD LINES.

CAMDEN AND ATLANTIC RAILROAD.

SHORTEST ROUTE TO THE SEA SHORE.
THROUGH IN 1½ HOURS.
FIVE TRAINS DAILY TO ATLANTIC CITY.

On and after SATURDAY, July 2, 1870, trains will leave VINE STREET FERRY as follows:—

Special Excursion (when engaged)	6·15 A. M.
Mail	8·00 A. M.
Freight (with passenger car)	9·45 A. M.
Express (through in 1½ hours)	3·30 P. M.
Atlantic Accommodation	4·15 P. M.

Returning leave Atlantic—

Special Excursion	5·35 P. M.
Mail	4·35 P. M.
Freight (with passenger car)	11·50 A. M.
Express (through in 1½ hours)	7·24 A. M.
Atlantic Accommodation	6·06 A. M.

An extra Express Train (through in 1½ hours) will leave Vine Street Ferry every Saturday, at 2 P. M.

Returning, leave Atlantic City, Monday, 9·40 A. M.

LOCAL TRAINS LEAVE—

For Haddonfield, 10·15 A. M., 2 P. M. and 6 P. M.

For Atco and intermediate stations, 10·15 A. M and 6 P. M.

Returning, leave—

Haddonfield at 7·15 A. M., 1 P. M., and 3 P. M

Atco, at 6·22 A. M. and 12·15, noon.

ON SUNDAYS.

Leave Vine Street Ferry at	8·00 A. M.
" Atlantic City at	4·35 P. M.

The Union Transfer Company, No. 828 Chesnut street (Continental Hotel), and No. 116 Market street, will call for baggage and check to destination.

Additional ticket offices have been located at No. 828 Chesnut street and No. 116 Market street for the sale of through tickets only.

Passengers are allowed to take wearing apparel only as baggage, and the Company will not be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same.

D. H. MUNDY,
6 28 Agent.

PHILADELPHIA AND ERIE RAILROAD.

SUMMER TIME TABLE.

On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Erie Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

WESTWARD.

MAIL TRAIN leaves Philadelphia	10·20 P. M.
" " Williamsport	8·00 A. M.
arrives at Erie	7·40 P. M.
ERIE EXPRESS leaves Philadelphia	10·50 A. M.
" " Williamsport	8·15 P. M.
" arrives at Erie	7·25 A. M.
ELMIRA MAIL leaves Philadelphia	7·50 A. M.
" " Williamsport	6·00 P. M.
" arrives at Lock Haven	7·20 P. M.
BALD EAGLE MAIL leaves Williamsport	1·30 P. M.
" " " arrives at Lock Haven	2·45 P. M.

EASTWARD.

MAIL TRAIN leaves Erie	8·50 A. M.
" " Williamsport	9·25 P. M.
" arrives at Philadelphia	6·20 A. M.
ERIE EXPRESS leaves Erie	9·00 P. M.
" " Williamsport	8·15 A. M.
" arrives at Philadelphia	5·30 P. M.
ELMIRA MAIL leaves Williamsport	9·45 A. M.
" arrives at Philadelphia	9·50 P. M.
BUFFALO EXP. leaves Williamsport	12·25 A. M.
" " Harrisburg	5·20 A. M.
" arrives at Philadelphia	9·25 A. M.
BALD EAGLE MAIL leaves L. Haven	11·35 A. M.
" " " arr. Williamsp't	12·50 P. M.
BALD EAGLE EX. leaves Lock Haven	9·35 P. M.
" " " arr. Williamsport	10·50 P. M.

Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN,
General Superintendent.

WATER PURIFIERS.
FARSON'S
New Patent Water Filter and Purifier
Will effectually cleanse from all IMPURITIES, and remove all foul taste or smell from water passed through it.
In operation and for sale at the MANUFACTORY, No. 220 DOCK Street, and by House-furnishing Stores generally. 21

THE OCEAN YACHT RACE.

Mr. Ashbury's Cambria and Mr. Bennett's Dauntless—The Vessels, their Histories and Victories.

The safe arrival of the yachts Dauntless and Cambria at New York—the English craft ahead, but that is no matter—invests the subject with fresh interest. We subjoin sketches of these beautiful vessels:—

THE DAUNTLESS.

The Dauntless, as almost every one in America or Europe knows, is owned by Mr. J. G. Bennett, Jr., Vice-President of the New York Yacht Club. She was sailed in this case, as in her previous ocean contest, by Captain Samuels. She has excellent bearings, a beautiful shear and a clear run, and is capable of carrying a heavy press of canvas. Prior to 1866 she never had a square race. On the cruise of the fleet of the New York Yacht Club in the preceding August, when going from New London to Newport, it was thought that for such a heavy vessel in a light easterly wind she worked remarkably well. On that occasion she was the third yacht in at Newport, and was behind the winning boat only bout an hour.

Some time after the great ocean contest, in which the Vesta, Fleetwing, and Henriett were the competitors, the owner of the last-mentioned vessel purchased l'Hirondelle, and her name was changed to the Dauntless. Having undergone some alterations, she figured in the races given under the auspices of the New York Yacht Club, especially on the annual cruises. It is unnecessary to follow up her career until the time when she was completely changed and rendered altogether a different vessel. This occurred at Noank early in the spring of last year. It should be remembered that in November, 1868, the Dauntless sailed from Norfolk, Virginia, to Staten Island in thirty hours.

Further alterations were completed in May, 1869. They were of such a radical character that very little of the former boat was left. Last year she crossed the Atlantic, and entered in the Channel race for yachts of all nations, from Cherbourg round the Nab Light and back, for a cup of the value of 2500 francs, given by the Emperor of the French through the Societe des Regates de Cherbourg, with a prize for the second vessel, value 1000 francs and a gold medal. The other yachts were the Guinevere, Shark, Egeria, Mystrie, and Deane. The yachts were started under way at 2 o'clock in the afternoon.

About an hour after the start the Dauntless carried away her foretopmast bringing down her foregaff-topsail. Although thus disabled, the Dauntless kept on the course, and after all came in third, being beaten only by the Guinevere and Egeria—the former taking the first prize. This was the only race in which the Dauntless was engaged since her advent in Great Britain, with the exception of the international contest. The Dauntless was again overhauled at Cowes last April in preparation for the ocean race. She was newly coppered, her foremast was placed four feet aft, and she underwent some other alterations. Her draught of water aft is now twelve feet three inches.

THE CAMBRIA.

The Cambria, the property of Mr. J. Ashbury, of the Royal Thames Yacht Club, was built by Mr. Rotsey, of Cowes, and was launched in May, 1868. The Cambria is rated 248 tons by the New York Yacht Club, but she is generally rated as 188, Thames measurement.

The Cambria was expressly designed for speed, and every expedient that experience could suggest was resorted to to insure that object. Her first appearance as a racing craft was on the 2d of June, 1868, when she had for competitors the Egeria (152 tons), Gloriana (132 tons), and Fleur de Lis (100 tons). In this race the Cambria was the first to reach the winning post, but lost the prize, having to allow her smaller opponents time for difference in tonnage.

On August 4th the French and English yachts were one and all beaten by her; but her crowning performance for the year 1868 was on August 25, when she sailed against the American yacht Sappho, beating her, and at the same time the three fastest English yachts—the Aline, Olmara and the Condor.

On August 5, 1869, when sailing for the cup presented by the tradesmen of Cowes, she beat the famous Alarm, a vessel that has won more prizes than any other afloat, and was the only one that could contend with the America.

On August 10, 1869, she was the first of twenty-five yachts that sailed for the Royal Victoria Plate. In this race she beat almost every known clipper yacht in England. On July 23 she won the first prize in the Royal Yorkshire Regatta; but her career in this year was cut short by her carrying away both her masts. When there were no matches to be sailed, Mr. Ashbury sent the Cambria to the Mediterranean, and she took part in the ceremony of the opening of the Suez Canal.

Her career as a racing schooner has been quite remarkable. *Hunt's Yachting Magazine* of December, 1868, says of her—

> "On her first appearance in the Thames she was considered a beautiful model, but owing, no doubt, to her want of proper trimming, was judged to be no flyer. She has since reaped a world-wide fame, beating all the 'cracks' and gaining the championship of the seas."

On January 3, 1870, the Cambria once more returned to Cowes, having experienced very heavy weather after leaving Gibraltar, during which she was hove to for four days and behaved well. She was taken to the slip at Cowes, where she was hauled up to dry and prepare for her struggle with the Dauntless. Her alterations were not numerous; her bulwarks were raised, and more shear given; additional lug port holes on each side and three or four tons of lead added to her keel comprised the material alterations.

There has been no reference to her contests with the Sappho in this sketch, because the public have them still fresh in mind.

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE,}
Thursday, July 28, 1870.}

The money market is more active to-day and the supply appears to be better, but rates are substantially the same as heretofore quoted. There is more demand for call loans than usual, and the improved tone of the stock market adds to the facilities of obtaining stock loans; 5@6 per cent. continues to be the range. Discounts are rather quiet and rates unchanged.

Gold is quite active and strong, owing to the heavy shipments from New York yesterday, amounting to over $3,000,000. The sale of $1,000,000 yesterday on Treasury account brought out bids aggregating $6,240,000, showing a disposition to buy in the market. Sales opened at 121⅝, and closed at noon at 121⅞.

Government bonds were active and stronger.

Stocks are more active and prices improved. City sixes sold at 100¾ for the new issue, and 100¼ was bid for the old. Lehigh gold loan was offered at 89. Reading Railroad was active and stronger; sales at 48⅛@48¼. Pennsylvania was strong, with sales at 57¾. Minehill sold at 50¾; Camden and Amboy at 115; Lehigh Valley at 56⅛; Catawissa preferred at 36¼, an advance of ⅜; and Oil Creek and Allegheny at 43½, cash.

The balance of the list was very steady, but without sales

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street.
FIRST BOARD.

$1700 City 6s, N.ls.104¾	46 sh Lit Sch R.... 42½
$10000 Amer Gold....121⅝	100 sh Cat Pf....... 36¼
$1000 C & Am 6s,89. 90	500 sh Read R.ls... 48⅛
$100 Leh 6s, '84.... 82½	200 do......2d. 48½
$10000 Union C bs.... 6½	5 do. s5wn.trf. 48¼
$5000 W Jersey R 6s. 91	50 do......ls. 48⅛
10 sh Cam & Am R.115	100 do.....b10. 48
53 do......ls.115	100 do.Monday 48
20 sh Penna R.... 57⅝	100 do.....2d. 48
32 do......ls. 57½	100 do...b4&i. 48
11 do.......... 57¾	100 do....b10. 48⅛
20 sh Minehill R. 50¾	100 do....s60. 48⅛
35 sh Leh Val.ls.s5. 56½	200 do..s30wn. 48⅛
2 do.......... 56⅝	100 do.......c. 48⅛
100 sh O C & A R.c. 43½	

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third street, Philadelphia, report the following quotations:—U. S. 6s of 1868, 112¼@112½; do. 1862, 109¼@109¾; do. 1864, 10[illegible]@109¾; do. 1865, 109⅛@109¾; do. 1865, new, 10[illegible]@108½; do. 1867, do. 108⅜@108⅝; do. 1868, [illegible]@108½; 10-40s, 106¼@107; U. C. 30 Year 6 per cent. Currency, 110⅛@111; Due Comp. Int. Notes, 19; Gold, 121⅛@121⅝; Silver, 111@114; Union Pacific Railroad 1st Mort. Bonds, 815@825; Central Pacific Railroad, 855@870; Union Pacific Land Grant Bonds, 740@770.

JAY COOKE & Co. quote Government securities as follows:—U. S. 6s of 1881, 112⅞@113; 5-20s of 1862, 109⅜@109⅝; do. 1864, 109⅛@109⅜; do. Nov. 1865, 109⅛@109⅜; do. do., July, 108⅛@108⅜; do. do., 1867, 108⅛@108⅜; do. 1868, 108⅝@109; 10-40s, 106⅞@107; Pacifics, 110⅞@111¼. Gold, 121⅝.

NARR & LADNER, Brokers, report this morning Gold quotations as follows:—

10·00 A. M.	121⅝	10·40 A.M.	121¾
10·12 "	121⅝	10·50 "	121⅞
10·15 "	122⅛	10·52 "	121⅞
10·16 "	121⅝	11·30 "	121⅝
10·18 "	121⅞	11·55 "	121¾
10·25 "	122	12·00 M.	121⅞
10·27 "	121⅝		

Philadelphia Trade Report.

THURSDAY, July 28.—There is nothing doing in Quercitron Bark. Holders ask $30 per ton.

The stock of Cotton is reduced to a very low figure; sales of middling uplands at 20½c.; and Gulf at 21c.

The Flour market is very dull, but the paucity of the receipts and stocks enables holders to maintain former quotations. About 400 barrels were disposed of at yesterday's quotations, viz., $5·50@5·75 for superfine; $6@6·62½ for extras; $6·50@7·25 for Iowa, Wisconsin, and Minnesota extra family; $7@7·50 for Pennsylvania do. do.; $7@7·62½ for Indiana and Ohio do. do.; and $7·50@8·50 for fancy. Rye Flour sells in lots at $6. Prices of Corn Meal are nominal.

The Wheat market is almost at a stand. Sales of Pennsylvania red at $1·65; Western do. at $1·60@1·62, and new Delaware at $1·30@1·50. Rye ranges from $1·08 to $1·11. Corn is dull; small sales of yellow at $1·07@1·10, and 2000 bushels mixed Western at $1@1·04. Oats are dull; sales of 1600 bushels Pennsylvania at 63@65c.; new Maryland at 64c. A lot of 3500 bushels new Iowa four rowed Barley, the first of the season, was received by Messrs. Work & Drouin, and sold at $1·30 per bushel.

Whisky is quiet. Sales of Western iron-bound at $1·04.

CITY INTELLIGENCE.

RAILROAD OFFICE REMOVALS.

The Proposed Removal of the Pennsylvania Railway Offices—The Lehigh Valley Railroad Company to Occupy the Old Location—Interesting Particulars.

The Pennsylvania Railroad Company will in a few weeks abandon their fine office building at the corner of Third street and Willing's alley for another and still finer one, at the corner of Fourth street and Willing's alley.

When the Pennsylvania Railroad Company built the building that it now occupies, only a few years ago, it was supposed that it had ample office accommodation for all time; but it has spread so wonderfully in acquiring control of the Fort Wayne, the Northern Central, the Philadelphia and Erie, the Elmira, the Cumberland Valley, and some half dozen other smaller railroads, together with the Pennsylvania and Wyoming Canals, that its present accommodations are far short of what is required by its army of clerks with their immense folios of accounts.

To meet the increasing wants, the larger building on Fourth street was projected, which will soon be completed. Possession will be obtained some time in the fall, and the company will then immediately remove. The new building is larger and superior in every way to the old, and is better adapted in every particular to the wants of the company. The Lehigh Valley Railroad has bought the old building on Third street, and will take possession as soon as the Pennsylvania evacuates the premises.

—The accounts of the Lehigh Valley Company have, for the last two or three years, been a good deal scattered—some of them in this city, some at Mauch Chunk, some at Bethlehem, and some, more recently, at Wilkesbarre. It is greatly to be desired to have them all centred at one point, which may be done when the company comes into the possession of its purchase. Though the trade of the Lehigh Valley Railroad is not in scope and magnitude equal to that of the Pennsylvania road, it is nevertheless very large and growing steadily.

Its main and lateral roads now traverse the entire Lehigh coal region, touching almost every coal mine worked in it, and is gradually stretching its rails in tortuous course into the Schuylkill region, threatening the Reading Railroad Company with competition for the coal freight from the more northern mines of that prolific field. The new office accommodations of the company will be a great convenience to the public in the transaction of business.

VILLAINOUS.

Female Depravity.

Emma Curtis, aged 16 years, regularly indentured to a Mrs. Koeseritz, residing No. 842 North Eleventh street, arose from her bed about 5 o'clock this morning, and making a bundle of almost everything of value in the house, decamped. The first intimation the family had of the matter was a strong odor of gas. An examination disclosed the fact that after gathering together all the clothing, jewelry, etc., she could find, she had turned on every gas burner in the lower stories, with a view of smothering the inmates of the house. Mrs. Koeseritz at once visited the Eighth District Station House and informed Lieutenant Steinauer of the affair, at the same time mentioning a certain locality in which she thought the girl would be found. The Lieutenant detailed two officers to hunt her up, and a few hours subsequently they found her in a bagnio on St. Mary street, above Sixth. She was taken before Alderman Massey, who sent her to prison.

FISHING EXTRAORDINARY.—This morning, as the Cape May steamer Arrowsmith was taking in freight and passengers at Arch street wharf, a carriage, loaded with trunks and other seaside paraphernalia, belonging to Mr. E. C. Eby, a Market street merchant, by some mishap slipped from the wharf or boat and fell into the water. A rich scene, occasioned by the fishing-up process, ensued, much to the amusement of the small boys and others of the lookers-on. A driver's full brass-buttoned livery coat, accidentally left by the owner on the seat, accompanied the carriage in its bath, and was fished up with considerable difficulty. Tackle was then procured, and the carriage was landed with about as much difficulty as it would take to land a whale or other monster of the deep, much to the relief of the anxious individual in charge, who was the owner of the brass-buttoned coat, which article he took good care to secure first.

FANCY DRESS CARNIVAL AT ATLANTIC CITY.—On Wednesday evening next the first fancy dress carnival at Atlantic City will be given at the Seaview Excursion House, under the auspices of a number of gentlemen whose experience in such matters will insure the affair a perfect success. It promises to surpass any previous *fete* given at the City by the Sea. The large dining-room will be devoted to the purpose, and will be elaborately decorated with exotic flowers, fountain of perfume, devices and rare gems of art.

S. P. C. A.—Robert McNally was yesterday arrested by Reserve Officer Lynd for cruelty to a horse. Robert, it appears, brought the animal from West Philadelphia early in the morning, and hitched him to a post at Third and Market streets, where he allowed him to remain until late in the afternoon without food or water. Several merchants in the neighborhood complained to the officer about the matter, who arrested Robert as soon as he returned. Alderman Kerr imposed the usual fine.

SUNSTROKE.—Annie Boyd, aged 35 years, was yesterday overcome by the heat at Ninth and Clinton streets. She was removed to the Pennsylvania Hospital.

Thomas Keenan was yesterday afternoon prostrated by the heat at Broad and Christian streets. He was removed to the residence of Hugh Forsyth, Seventeenth and Carpenter streets, where he died last evening.

DECIDED.—The Republican City Executive Committee last night decided that James W. Bains was entitled to the regular nomination of the party for the office of City Commissioner. This ends the contest between the nominee and George W. Shultze.

THIRD EDITION

AFFAIRS AT THE CAPITAL.

Important Military Regulations.

A Court-Martial Case.

Affairs in the Indian Bureau.

LATEST NEWS BY CABLE.

More About the Secret Treaty.

Death of Madame Rattazzi.

Etc., Etc., Etc., Etc., Etc.

FROM WASHINGTON.

Important Military Regulations.

Special Despatch to The Evening Telegraph.

WASHINGTON, July 28.—The Secretary of War has issued instructions for the guidance of officers of the army under the act making appropriations for the support of the army and for other purposes, approved July 15, 1870, which directs:—

First. Officers who wish to avail themselves o the provisions of sections 3 and 4 of the act are desired to apply for discharge or retirement at the earliest day practicable, and to accompany their application with a statement of reasons of the circumstances, which may serve accurately to determine their cases.

Second. Regimental commanders are directed to assign the lieutenants who hold the appointment of commissary to companies where vacancies exist, or attach them temporarily to companies for duty until vacancies occur, and make special report of their action to the Adjutant General of the army.

Third. Regimental commanders will discharge the non-commissioned officers referred to in section 10 of the bill, or if the men so elect may appoint them to vacancies in the existing grades of non-commissioned officers, or permit them to serve out their terms as privates.

Fourth. The commanders of the several geographical and military departments will, as soon as they can be prepared, forward to the Adjutant-General of the army the names, rank, regiment, and corps of staff or regimental officers who should be brought before the retiring board. In each case the cause, degree, nature, and duration of the disqualification will be stated as clearly as possible, and the documentary evidence and list of witnesses necessary to sustain the allegation of unfitness will be furnished.

Fifth. Department and regimental commanders may recommend for sufficient cause such meritorious officers as from choice or peculiar fitness may be advantageously transferred from one of the arms—cavalry, artillery, or infantry—to another.

Army Orders.

Major L. C. Bootes, unassigned, has been relieved from duty as Indian agent, and will await orders.

First Lieutenant George M. Fleming, unassigned, has also been relieved as Indian agent and directed to proceed home to await orders.

An Officer Court-martialed.

Lieutenant-Colonel James Totten, Assistant Inspector-General U. S. A., was tried by court-martial at Louisville, April 19, 1870, Colonel C. S. Lovell, 14th United States Infantry, being President of the court, and was found guilty of three charges, viz., disobedience of orders, neglect of duty to the prejudice of good order and military discipline, and conduct unbecoming an officer and a gentleman. The sentence was that he be dismissed the service of the United States, and the proceedings, findings, and sentence having been approved by the President, Lieutenant-Colonel Totten ceased to be an officer of the army from the 22d of July, 1870.

Indian Affairs.

Major John Green United States army, writes to the Commissioner of Indian Affairs from Arizona in regard to the Cayotteras or White Mountain Apache Indians, at their request, and gives a very favorable account of them. About a year ago he was sent out there with a command to punish these Indians for depredations said to have been committed by them, but upon his arrival finding them living peacefully upon a reservation, he thought best not to disturb them. The tribe numbers some 1400 or 1500, and are in a very destitute condition. The Major expressed the belief that if the Indian Bureau would establish an honest agent there and give them a reservation, their civilization would a perfect success. He closes by saying that there "is one thing certain, if we wish to make civilization a success we must make the condition of those desiring it better than that of the hostile Indian, for as long as the wild Indian lives better by marauding than the tame one by planting, it is but little encouragement to the latter, and has a very bad influence."

Importation of Foreign Corn.

Despatch to the Associated Press.

WASHINGTON, July 28.—The Department of State officially publishes the decree of the Mexican Government admitting the importation of foreign corn into the port of Campeachy free of duty for consumption in that State during a period of six months.

FROM NEW YORK.

Fire at Syracuse.

SYRACUSE, July 28.—The greater portion of the extensive works of William A. Sweet & Co., manufacturers of Carr's bar steel, steel springs, and other articles of steel, was destroyed by fire this morning. The loss on building and machinery is $50,000; insurance, $35,000. The fire originated from the furnace of the steam boiler.

New York Stock and Money Market.

NEW YORK, July 28.—Stocks dull. Money 3@5 per cent. Gold, 121⅝. 5-20s, 1862, coupon, 109½; do. 1864, do., 109¼; do. 1865, do., 109⅛; do. 1865, new, 108¼; do. 1867, 108⅛; do. 1868, 108⅛; 10-40s, 106⅝. Virginia sixes, new, 63; Missouri sixes, 88; Canton Company, 60; Cumberland preferred, 35; New York Central and Hudson River, 91½; Erie, 21; Reading, 98½; Adams Express, 64½; Michigan Central, 181¼; Michigan Southern, 89¾; Illinois Central, 128; Cleveland and Pittsburg, 105½; Chicago and Rock Island, 113; Pittsburg and Fort Wayne, 92½; Western Union Telegraph, 34.

New York Produce Market.

NEW YORK, July 28.—Cotton dull at 20c. Flour dull and declined 5@10c.; State $5·20@6·75; Western, $5·20@7·45; Southern, $6·15@9·50. Wheat declined 1@2c.; No. 2 at $1·28@1·35; winter red, $1·48; white Southern, $1·85. Corn firmer; mixed Western, 98c.@$1·02. Beef steady. Oats quiet. Pork; new mess, $30. Lard steady. Whisky, $1·01½.

FROM THE SOUTH.

A Cool Place.

GREENBRIER WHITE SULPHUR SPRINGS, July 28.—The opening fancy and masquerade ball of the season came off last night, and was a very brilliant affair, all sections of the Union being represented. Over 500 persons were present in masque and fancy costume. Many distinguished and prominent gentlemen were present from various parts of the Union. The visitors here have been sleeping under blankets nightly for the past week.

Baltimore Produce Market.

BALTIMORE, July 28.—Cotton dull and nominally 19½c. Flour dull. Wheat unchanged. White Corn, $1·25@1·28; yellow, $1·07. Oats, 55@57c. for new and 61@63c. for old. Rye, 90c.@$1. Provisions unchanged. Lard, 17½@18c. Whisky easier at $1·02@1·03.

The Weather at the Seashore.

JULY 28—9 A. M.	Wind.	Weather.	Ther.
Atlantic City	N.	Clear	75
Cape May	W.	Clear	81

FROM EUROPE.

The Success of the Cambria.

LONDON, July 28.—There is immense exultation here at the success of the Cambria in the international yacht race.

Death of Madame Rattazzi.

FLORENCE, July 28.—Madame Rattazzi died yesterday.

Edmond About.

PARIS, July 28.—Edmond About will replace the late Prevost-Paradol in the French Academy, and possibly as Minister to Washington.

A French Cruiser off the Isle of Wight.

LONDON, July 28.—A French cruiser is off the Isle of Wight, and is said to be boarding all merchantmen.

The Secret Treaty.

LONDON, July 28.—The *Times* continues its comments this morning on the secret treaty proposed by France to Prussia. After carefully weighing the evidence, the *Times* thinks the authenticity of the treaty is fully established. It is clear that both parties are involved in the conspiracy, touching which they should now make a clean breast. The Prussian Government announces that Count Benedetti's autograph in the secret treaty lately made public in England is visible to all callers at the Foreign Office.

A formal communication from the North German Confederation is expected, demonstrating the authenticity of the treaty and reciting other similar overtures from the French Emperor.

Prussians Intercepting French and English Journals.

A despatch from St. Petersburg says that the people of that city are furious because Prussia intercepts the French and English journals.

Denmark and France.

The London *Times*, in its general article on the situation, fears that Denmark's good understanding with France is due only to her hatred of Prussia.

The war premium on French bottoms is one half per cent.

Seizure of Steamers.

PARIS, July 28.—The only reserve steamers of the Compagnie Generale Transatlantique have been taken by the Government.

An American "Legion" in Paris.

An American legion is now forming in this city, to have a French commander, nominated by the Government.

This Afternoon's Quotations.

LONDON, July 28—1·30 P. M.—Consols, 89⅛ for both money and account. American securities quiet. Stocks dull.

LIVERPOOL, July 28—1·30 P. M.—Cotton flat; middling uplands, 7⅞d.; middling Orleans, 8d. California wheat, 11s. 4d.; red Western, 9s. 8d.@9s. 9d.; red winter, 10s. 6d. Flour, 26s. Corn, 34s. 6d. Pork, 125s.

ANTWERP, July 28.—Petroleum opened dull.

FROM THE STATE.

Inspector of Mines.

Special Despatch to The Evening Telegraph.

WILKESBARRE, Pa., July 28.—Thomas M. Williams, Esq., the newly appointed Inspector of Mines, under the recent Mine Inspectorship bill, entered upon the duties of his office to-day. His headquarters are at this place.

THE RECENT DISASTROUS CONFLAGRATION—A CASE FOR THE CHARITABLE.—A visit to the ruins of the recent destructive fire on Race street this morning showed that a portion of the wall on Race street had fallen down, and that the remaining portion on both Race and Crown streets is in imminent danger of toppling over. The police still maintain a clear passage way from Fifth to Fourth streets by means of ropes. Two lines of hose are in service, cooling the bricks and *debris* surrounding the safes, so that those articles may be taken out.

To the north of the sugar refinery, on Crown street, lived a family by the name of Campbell, consisting of the husband, wife, and two children. Mr. Campbell is in very delicate health, and his wife succeeded in maintaining her family by keeping a small candy store, which was principally patronized by the school children. When the north wall of the refinery fell, on the right of the fire, it carried away the roof and third and second floors of the Campbell dwelling. The bedding, sheeting, etc., which had been removed previously, was made use of in carrying away the injured firemen, and of that which was returned, the most is in a condition rendering it unfit for further use. The Campbells had nothing else than the store to depend upon, and have been thrown out of a home. The members of the Neptune Hose Company have opened the doors of their house to the family, and they are now being supported by the contributions of this organization.

Matthias Fury, one of the firemen admitted to the hospital on Tuesday evening, suffering from injuries received at this fire, died last evening. The other injured firemen admitted at the same time are all in a fair way of recovery.

PUGILISTIC.—About 12½ o'clock this morning a row occurred in the groggery of Michael Morgan, corner of Blackberry alley and Locust street, during the continuance of which one John Kennedy was badly beaten about the head and body. Subsequently Samuel Williams, John Smith, and Sallie Gross were arrested for being concerned in the affray and taken before Alderman Morrow, who sent them to prison. Kennedy was removed to the Pennsylvania Hospital.

A COAT TALE.—William J. Miller is the name given by a chap who was yesterday held in $800 bail by Alderman Quirk for the theft of a coat. William visited a boarding-house at Seventh and Cherry streets and engaged a room. Whilst the landlady was absent arranging the same William seized the coat and walked off with it. Hence his arrest.

BECK'S BAND EXCURSION.—The fourth grand excursion of Beck's Philadelphia Band to New York Bay will take place on next Monday, August 1. This trip will be an improvement upon the others, from the fact that Long Branch is included in the programme for the day. The boat leaves Walnut street wharf at 7½ in the morning.

SERIOUS ACCIDENT.—About noon to-day Frank Penner, aged six years, fell from the second-story window of his parents' residence, rear of No. 223 Monroe street, and sustained serious injuries about the head and legs. He was taken to the Pennsylvania Hospital.

BATHING.—The Schuylkill harbor police force yesterday arrested two lads for bathing in the Schuylkill above the dam.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street
BETWEEN BOARDS.

$1000 Pa & N Y C 7s 92½	27 sh Read R..trf. 48¼
$500 City 6s, New.100¾	100 do....... 48⅛
$1000 do.va ctfs.100¼	400 do......ls. 48¼
$800 do.........100¾	800 do....ls.c. 48⅛
100 sh Sch Nav Pf.. 16½	600 do......ls. 48¼
100 do.......2d. 16½	100 do.....s60. 48¼
3 sh Leh Val...... 56⅞	100 do........48 3-16
6 do......s5. 56⅞	100 do.....b10. 48¼
29 sh O C & A R.... 44¼	100 do..2d&i.48 1-16
100 do.......c. 43½	200 do..rg&in.48 1-16
100 do........ 43¾	200 do.....b30. 48⅛
100 sh Phil & E R.. 27	

SECOND BOARD.

$100 City 6s. New.100¾	100 sh Sch N Pf..... 16½
$500 do.......100¾	100 do......... 16½
$300 do.......100¾	36 sh O C & A R.ls 44
$1000 Union C1 bs... 7	100 do....b60. 44
$1000 Leh Gold L...	100 sh Reading R. 48·31
s5wn.. 89	200 do....b30. 48⅛
14 sh Penna R..ls. 57¾	100 do..s5wn&i.48·31
10 sh 2d & 3d St.... 46	200 do..ls.b30. 48¼

FINE STATIONERY,
ARMS, MONOGRAMS, ILLUMINATING, ETC.
DREKA, 1033 CHESNUT Street,
Card Engraver and Stationer 6 21 tuths

CLAIMS AGAINST THE MEXICAN GOVERNMENT promptly prepared for adjustment and settlement, by the Commission now in session. All applications must be filed before June 1, 1870. Apply either in person or by letter to ROBERT S. LEAGUE & CO., No. 135 South SEVENTH Street, Philadelphia.

FOURTH EDITION

POLITICS IN SOUTH CAROLINA.

The Republican State Convention.

News from the Dominion.

No Hope for Real.

Etc., Etc., Etc., Etc., Etc.

FROM THE SOUTH.

The North Carolina Troubles.

RALEIGH, N. C., July 28.—Governor Holden has refused to deliver up the prisoners arrested by Colonel Kirk in Alamance county on the mandate of the Chief Justice. The counsel of the prisoners moved to attach the Governor. The motion was refused by the Chief Justice.

The counsel then moved to attach Colonel Kirk. This motion was also refused. They then moved to send the Marshal of the Supreme Court to Kirk's camp to bring the prisoner in. The motion was refused, the Chief Justice saying it would be idle, as the order would not be obeyed; and that the counsel for the petitioners might take it as a fact that the Marshal had been sent and the prisoners not surrendered. If, as was said by the prisoner's counsel, they intended the application for relief, it should be made by them to the Chief Justice of the United States.

South Carolina Politics.

CHARLESTON, S. C., July 28.—The Republican State Convention, which met on Tuesday at Columbia, last evening nominated Governor R. K. Scott for re-election. A. J. Ransier (colored) was nominated for Lieutenant-Governor. A large majority of the delegates were colored. Two rival delegations presented themselves from Charleston, causing a bitter discussion of their respective claims. The Committee on Credentials, of which ex-Congressman B. F. Whittemore was chairman, reported in favor of the delegation headed by De Lange (colored), and against the delegation headed by Senator Sawyer and Congressman Bowen. Senator Sawyer, after much opposition, was allowed to address the convention.

B. F. Whittemore, chairman of the Committee on Platform, submitted a series of resolutions:—

First. Indorsing President Grant's administration.

Second. Indorsing Governor Scott's administration.

Third. Commending the management of the State finances.

Fourth. Expressing gratification at the adoption of the fifteenth amendment.

Fifth. Pledging the party support to the execution of the Civil Rights bill.

Sixth. Appealing to Congress to open to settlement and pre-emption the forty-eight millions of public lands in the South.

Seventh. Pledging earnest efforts to secure the success of the Republican party in South Carolina in the campaign of 1870. The platform was adopted. Governor Scott, in a brief speech, returned thanks for and accepted the nomination.

Messrs. Carpenter and Butler, the candidates of the Union Reform party, are now stumping the interior districts, and the canvass between now and October promises to be one of the most active and sharply contested ever known in this State.

FROM THE ISTHMUS.

South American Advices.

NEW YORK, July 28.—Arrived, steamer Rising Star, from Aspinwall, with dates to the 16th. The news is generally meagre and unimportant.

Pacific relations between Peru and Bolivia are restored.

The Peruvian Government has paid the American legation $200,000, the amount accorded for American claims by the mixed commission.

Ten lives were lost by the blowing up of the steamer Ecuador.

A sharp shock of earthquake occurred at Lima on June 26. No great damage occurred, but there was much excitement.

Ministerial changes are imminent in Chili.

The British schooner Maid of Athens, from Liverpool for Callao, has been burnt in the Straits of Magellan. Two lives were lost.

FROM NEW BRUNSWICK.

Return of Bishop Sweeney.

ST. JOHNS, N. B., July 28.—Dr. Sweeney, the Roman Catholic Bishop, was enthusiastically received here yesterday on his return from Rome.

Destructive Fire.

A large fire has occurred at Fredericton. A great many houses were destroyed. The railway shed and wharves caught fire, and were instantly in flames. The heat was most intense. For many hours the whole population, headed by the Lieutenant-Governor, were engaged in combatting the fire, which was finally controlled about nightfall. The extent of the loss is unknown, but it must be very heavy.

FROM NEW ENGLAND.

Fire at Lewiston, Maine.

LEWISTON, Me., July 28.—The stable of Joseph Cress, in New Gloucester, with four horses, one cow, and several carriages, and a quantity of hay, was burned this morning. Loss, $4000.

FROM NEW YORK.

The Real Case.

ALBANY, July 28.—The Governor to-day declined to commute the sentence of Real, and he will probably be hanged on the 5th of August.

Shipment of Specie.

NEW YORK, July 28.—The steamer Calabria takes out nine hundred and fifty thousand dollars in specie.

RUSSIA.

Her Attitude on the War Question.

LONDON, July 27—Midnight.—The Russians are concentrating troops on the frontier of Galicia. The sale of army horses has been discontinued. All leaves of absence in the army have been cancelled. The troops at the camp af Krasnoeselo are held ready to march. Government opinions favor Prussia. The liberal papers sustain France. The St. Petersburg *Gazette* blames France wholly; the Moscow *Gazette* and the Exchange *Gazette* blame Prussia.

The *Golos* was at first for Prussia, and is now against, but urges strict neutrality on the part of the Government. The *Messenger*, an official paper, at first attacked Prussia so strongly that the Prussian *Charge d'Affaires* complained. Fleury is to remain in St. Petersburg at present. The Russian Government attempted to interfere by persuading the Prussian King to make to England the declaration which was demanded by France, but failed.

The Emperor appoints John, Archimandrite and Inspector of the Ecclesiastical Seminary of Moscow, as the Archbishop of Alaska and the Aleutian Islands, to reside either at San Francisco, New York, or Sitka. The salary will be paid from the Imperial Treasury.

PRIZE MONEY AMOUNTING TO $5,240,-582·37, still remains uncalled for, in the Treasury of the United States, arising from captures made during the late Rebellion. For information and advice, given cheerfully, free of any charge, apply at once, either in person or by letter, to the General Collection Agency, ROBERT S. LEAGUE & Co., No. 135 South SEVENTH Street, Philadelphia.

WHERE CHARGES OF DESERTION OR absence without leave are made against Soldiers, Sailors, or Marines without just cause, through error the rolls can be corrected by calling upon ROBERT S. LEAGUE & CO., No. 135 South SEVENTH Street, Philadelphia.

FIFTH EDITION

THE LATEST NEWS.

FROM EUROPE.

War Demonstrations in England.

LIVERPOOL, July 28.—All war demonstrations either in favor of Germany or France have been forbidden here.

Complaint of Prussia.

LONDON, July 28.—Prussia complains of England furnishing arms and coal to France.

The Secret Treaty.

BRUSSELS, July 28.—The *Independance Belge*, of this city, to-day publishes a letter from its Berlin correspondent, which throws some new light on the secret treaty proposed to Prussia by France. The correspondent says he has seen the original draft of the treaty in the archives of the War Office at Berlin, and certifies to the accuracy of the copy recently printed by the London *Times*. France has repeatedly demanded this document from the Prussian Government through her representative at Berlin, Count Benedetti, but in all cases has been refused, and now that she is satisfied its recovery is impossible assumes a hostile attitude toward Prussia.

FROM NEW ENGLAND.

The Editors' Convention.

PORTSMOUTH, N. H., July 28.—The joint convention of editors, publishers, and printers of Maine and New Hampshire, at Rye Black, was largely attended. The business meeting was held yesterday, followed in the evening by addresses by Hon. J. G. Blaine and Governor Stearns, and a poem by B. P. Shillaber, the exercises winding up with a grand ball at the Ocean House.

Fire at Newburyport, Mass.

NEWBURYPORT, July 28.—Mooney & Co.'s three-story brick flour mill caved in to-day, burying three men, who were rescued alive but badly injured. The loss is about $3000.

FROM NEW YORK.

Woman's Suffrage Convention.

SARATOGA, July 28.—The anniversary meeting of the State Woman's Suffrage Association commenced here to-day. Rev. Olympia Brown, Mrs. Black, Susan B. Anthony, and others spoke, congratulating themselves on the progress made in a year, and cited the Wyoming jury, etc.

N. Y. MONEY MARKET YESTERDAY.

From the N. Y. Herald.

"There was a more buoyant tone to the Wall street markets to-day consequent upon better reports from London, where, despite several failures incident to 'settlement day' and arising out of the recent sharp decline in all kinds of securities, American Five-twenties were dealt in at higher prices. The recovery in prices of stocks was quite sharp in the afternoon, but the dealings were on a limited scale owing to a lack of general confidence pending the war in Europe, and hence the markets were dull at the improvement.

"The course of speculation at the Gold Exchange was towards lower quotations. The earliest dealings before the board were somewhat excited on the announcement that the Empress Eugenie had been made regent—a fact suggestive of a vigorous war policy on the part of the Emperor—and gold sold as high as 122⅜. From this point it receded to 121⅞ on the rumor that Secretary Boutwell intended accepting bids for more than a million gold at the Sub-Treasury sale at noon. The disproval of this story produced no reaction, for meantime the London telegrams reported five-twenties as advanced to 82, the effect of which was a further decline to 121. Afterwards there was a reaction to 121⅜ on the large shipment of specie—the largest of any single day since the beginning of the present European complications. The total shipment was $3,277,657, of which the Scotia took $2,547,657, and the Wisconsin $730,000. The bids for the Government gold were for a total of $6,240,000, at prices ranging from 120 to 121·51. The million was awarded at 121·51@121·38.

"There was a still further relaxation in money, and borrowers on call, with pledge of miscellaneous collaterals, were accommodated at five to six per cent. On Governments the rate was three to four per cent. In discounts there was more currency for prime double name acceptances at seven per cent."

THERE ARE MANY SOLDIERS AND Sailors, their orphans and widows, and their heirs, who have good claims for arrears of pay, bounty, prize money, commutation of travel or commutation of rations, which ought to be paid them.

In many such cases applications have been made, but remain unsettled for want of proof or from neglect, and frequently from incompetency of the agent who filed the claim. We will give advice to our comrades when written to for it or called upon, free of any charge, gladly.

ROBERT S. LEAGUE & CO.,
Attorneys for the Collection of Claims,
No. 135 S. SEVENTH Street, Philadelphia.

IMPORTANT TO PERSONS GOING TO EUROPE.—Passports issued by the State Department of the United States Government, are the only ones recognized now by the Ministers and Consuls of the United States, and can be obtained in twenty-four hours, on an application made in person or by letter to the Official Passport Bureau. R. S. LEAGUE & CO., No. 135 South SEVENTH Street, Philadelphia.

SOLDIERS, OR THEIR HEIRS, WHO WERE actually discharged for wounds, or injuries, or ruptures, and who are denied bounty because their discharges read "Surgeon's Certificate of Disability," can have a remuster so as to show them discharged for wounds, etc., and get their $200 bounty, on applying in person or by letter to R. S. LEAGUE & CO., No. 135 S. SEVENTH Street, Philadelphia.

WE GIVE SPECIAL ATTENTION TO THE settlement of official accounts of the officers of the late Army, and procure certificates of non-indebtedness, and collect arrears of pay, etc. References to hundreds of prominent officers. For information call upon or write to ROBERT S. LEAGUE & CO., General Collection Agency, No. 135 S. SEVENTH Street.

A BILL HAS PASSED ON 2 BRANCH OF Congress, giving $100 to the widow, children, or parents of all soldiers who died in the service, where the soldier enlisted for one year or less. For further information apply to No. 135 S. SEVENTH Street. This will give $100 to the heirs of all soldiers who died in service, belonging to any nine months' regiments or three months' regiments. Applications are received daily by
R. S. LEAGUE & CO.

SOLDIERS WHO HAVE LOST THEIR DIScharges are entitled to bounty, and it can be procured for them in all cases in which they would have been entitled if the discharge had not been lost, on an application made at once to R S. LEAGUE & CO. at No. 135 S. SEVENTH Street, Philadelphia, either in person or by letter

TO CONTRACTORS AND BUILDERS.—SEALED PROPOSALS, indorsed "Proposals for Building a Public School-house in the Twentieth Ward," will be received by the undersigned at the office, southeast corner of SIXTH and ADELPHI Streets, until THURSDAY, August 4, 1870, at 12 o'clock M., for building a Public School-house on a lot of ground situate on Eleventh street, below Thompson, Twentieth ward.

Said school-house to be built in accordance with the plans of L. H. Esler, Superintendent of School Buildings, to be seen at the office of the Board of Public Education.

No bids will be considered unless accompanied by a certificate from the City Solicitor that the provisions of an ordinance approved May 25, 1860, have been complied with.

The contract will be awarded only to known master builders.

By order of the Committee on Property.
H. W. HALLIWELL,
Secretary.
7 20 23 26 30au1 4

TO CONTRACTORS AND BUILDERS.—SEALED PROPOSALS, indorsed "Proposals for Building a Public School House in the Twenty-first Ward," will be received by the undersigned, at the office, southeast corner of SIXTH and ADELPHI Streets, until THURSDAY, August 4, 1870, at 12 o'clock M., for building a Public School House on a lot of ground situate on Washington street, Manayunk, Twenty-first ward.

Said School House to be built in accordance with the plans of L. H. Esler, Superintendent of School Buildings, to be seen at the office of the Board of Public Education.

No bids will be considered unless accompanied by a certificate from the City Solicitor that the provisions of an ordinance approved May 25, 1860, have been complied with. The contract will be awarded only to known master builders.

By order of the Committee on Property.
H. W. HALLIWELL,
Secretary.
7 20 23 26 30 au1 4